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THE CHINA PRESS

大陸報

To-day's paper consists of 30 pages in four sections

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HINDENBURG'S LINE SMASHED AGAIN IN SECTOR OF QUEANT

Desperately Defended Positions at Cherisy Won Finally by British

CAPTURE FRESNOY

Haig Reports Conquest Of Adjoining Lines Over Two Mile Front

HAS 900 CAPTIVES

Twenty-One More German Aeroplanes Are Put Out of Action

(Reuter's Agency War Service)

London, May 4.—Field Marshal Sir Douglas Haig reported yesterday evening:—There has been fierce fighting the whole day long from westward of Queant to northward of Freenoy and eastward of the village of Vimy. The enemy, again employing large reserves of men and guns, delivered repeated counter-attacks practically along the whole of this battlefront. They suffered heavily from our concentrated artillery and machine gun fire before the attack and during our assault.

Our troops this morning, despite an obstinate resistance, penetrated the sector of the Hindenburg Line westward of Queant, and have been maintaining themselves there the whole day long against constant and powerful counter-attacks.

Further progress was made in the neighborhood of Cherisy, astride the Arras-Cambrai Road and on the right bank of the Scarpe, where positions which have changed hands frequently and which have been defended with great determination by the enemy are now in our possession.

British Capture Fresnoy

On the left of our battlefront we captured Fresnoy and the positions southward and northward of that village on a front of two miles. We also gained a footing in the enemy's trench system northward of Oppy and made progress at other points. Fighting continues.

Besides the severe losses inflicted on the enemy in killed and wounded several hundreds have been taken prisoners.

There has been great aerial activity during the day. Five German aeroplanes were brought down, five driven down out of control and four kite balloons destroyed. A British machine is missing.

Sir Douglas Haig reports today: Fresnoy and the positions we captured north and south of that village were severely counter-attacked yesterday evening. We maintained all our positions.

Expensive Counter-Attacks

Severe fighting occurred in the neighborhood of Bullecourt. The enemy made a heavy counter-attack eastward of the village, yesterday evening, against the sector of the Hindenburg Line we captured yesterday morning. Their attempt to retake the position failed with heavy losses.

Fighting also occurred during the night near Cherisy and astride the Arras-Cambrai Road. We were compelled to fall back from the advanced positions captured during the day.

We made further progress northwestward of St. Quentin and northeastward of Hargicourt, where we captured Malakoff Farm.

Sir Douglas Haig reports this evening: On Thursday, we took upwards of 900 prisoners, including 28 officers. Today, we strengthened our position in the captured sector of the Hindenburg Line and progressed eastwards along the enemy's trench, killing many of them.

There was severe fighting in the air on Thursday. Three enemy machines were brought down, five driven down out of control, two shot down by gun-fire and another forced down behind our lines. Two of ours are missing.

German Communiques

(By wireless).—The German official communique issued yesterday

(Continued on Page 15)

British Mails Via Siberia Stoppea

We are courteously informed by the British Postmaster that he is in receipt of cable instructions to stop the despatch of mails via Siberia. He further notifies that from now on all mails that formerly went via Siberia will be despatched by way of Canada. Other mails will go forward as in the past.

The new orders may be due to the intensification of the submarine warfare, or to the serious situation in Russia disclosed in yesterday's cables. At the same time the delays caused by the jam of traffic on the Siberian railways have been steadily growing worse, and it may be that the British Government has found that it gets better results, everything considered, by using the Canadian route.

Austrian Who Broke Windows Is Remanded From Consular Court

On a charge of breaking four plate glass windows at Messrs. Kuhn and Komor's, Palace Hotel building, an Austrian named Josef Schubert, unemployed, appeared before his Consul, yesterday and was remanded in custody. The prisoner, who is destitute, avers that he had unsuccessfully appealed to his Consul for help, so went to the premises and, with a walking stick, did Tls. 1,200 damage within a few minutes. He remains in custody.

Comes to Introduce New American Films

Mr. J. W. Allen Brings Pictures Featuring Leading Stars Of Paramount Screen

With several suitcases full of the cinemaed antics and efforts of the leading American film favorites, Mr. J. W. Allen, foreign agent for the Paramount Pictures Corporation of San Francisco, is in Shanghai to negotiate for the introduction of the motion picture products of a long list of the chief manufacturing studios of the States.

Among the American screen idols in his repertory are such stars as Mary Pickford, Marguerite Clark, Geraldine Farrar, Margaret Illington, Marie Doro, Pauline Frederick and John Barrymore, appearing in plays turned out by such producing studios as those of the Famous Players, Oliver Morosco and the Lasky Corporation. Next week Mr. Allen will exhibit eight films at a special performance to be arranged for the local men interested in the picture business. His program will include Mary Pickford in "Rags," Marguerite Clark in "The Pretty Sister of Jose," "The Woman," with Theodore Roberts and Mabel Van Buren; "Tennessee's Partner," with Fanny Ward, and "Are You a Mason?" with John Barrymore.

"I am here to see about introducing a high-grade line of American pictures to Shanghai," said Mr. Allen. "You want the best over here and we are sure that we have the article to give you—the sort that is regarded in America as the cream of the leading studios, featuring the greatest of film people. I am very hopeful of our reception in China. China is potentially and naturally a great democracy and the people grasp readily and with appreciation the democratic idea. It is for that more than any other reason that I anticipate a welcome for our pictures."

Mr. Allen has just come from Hongkong and Manila, where he has leased the rights of the films he represents. He expects to be in Shanghai for several weeks and will then visit Japan.

GREAT WAR CONFERENCE

Washington, April 17.—Major General Wood and Col. Michelere are to represent the army, and Boaz Long, chief of the Latin-American division of the state department, will represent that branch of the government while Admiral Fletcher and Commander Chester Long, chief of the navy construction department, have been appointed to represent the navy in the international conference.

ARREST HSU SHIH-YING ON CORRUPTION CHARGE WHEN READY TO LEAVE

High Procurate's Warrant Executed While Communications Minister At Banquet

COMES AS A SURPRISE

He Is Detained At Peking Local Court, Together With Dr. Chen Chin-tao

Reuter's Pacific Service to The China Press

Peking, May 5.—Mr. Hsu Shih-ying, the late Minister of Communications, was arrested yesterday, while attending a banquet in Central Park, on a warrant issued by the High Procurate, on a charge of corruption. He was taken to the High Procurate and afterwards transferred to the Local Court, where Dr. Chen Chin-tao is also detained.

The greatest secrecy was maintained regarding the issue of the warrant and Mr. Hsu Shih-ying was taken completely by surprise. It is understood that he intended leaving for Tientsin today.

India Will Raise War Loan of £100,000,000

(Reuter's Agency War Service)

London, May 2.—In the House of Commons, today, referring to the increase in miscellaneous revenue, the Chancellor of the Exchequer stated that this was due to the loan so generously granted by the Raj. "They have undertaken responsibility for a loan of £160,000,000. We do not know precisely how much they are able to raise, but they accept liability for the balance. The amount they expected to raise from the Indian Budget was £10,000,000, which, with the interest on the remaining £90,000,000, makes the figure for which they have become responsible during the year £13,000,000."

Canton Makes Demand For German Weapons

(Reuter's Agency War Service)

Canton, May 4.—The Germans in Canton having surrendered their arms to the Dutch Consulate, the local authorities are now insisting that they should be forwarded to them.

WHEAT PIT GONE MAD

In view of the cable last week that there had been a tumble of 15 cents per bushel in the Chicago wheat pit the following cable to the Manila Cablenews is of interest:

"Chicago, April 11.—Wheat has risen to $2.62½ gold per bushel, the highest price in the history of the trade in this country."

HAND TWO DESTROYERS OVER TO M. VENIZELOS

Government Makes Transfer To Assure Communications With Islands

(Reuter's Agency War Service)

Paris, May 3.—The Government has ordered two Greek destroyers to be handed over to M. Venizelos, to assure his communications with the Greek islands.

U.S. SHIP IS ATTACKED BY U-BOATS, UNWARNED

Rockingham Maneuvers Skilfully But Is Torpedoed; Crew Are Denied Help

(Reuter's Agency War Service)

London, May 4.—The American s.s. Rockingham was attacked by two submarines simultaneously, on Tuesday, without warning. It maneuvered for some time very skilfully but was torpedoed. The submarine refused to help the crew with their boats. Two of the latter have been picked up by patrols and 33 survivors landed in Ireland. One boat with 14 occupants is missing.

Historic Scene In Reichstag; The Chancellor Speaks!

According to Reuter's cables, th e German Chancellor, von Bethmann- Hollweg, was expected to make a new peace offer on Thursday of last week.

Expect Parliamentary Debate as to War By Tuesday, Latest Date

(Reuter's Agency War Service)

Peking, May 5.—Owing to the uncertain attitude of the Senate, the submission of the resolution to declare war against Germany has been postponed. It is expected, however, that the question will be brought up on Monday or Tuesday, at the latest.

U.S. CHANGED BY WAR, SAYS RETURNED ATTACHE

Geography Of World Brought Home To People, Expression Of Mr. Julean Arnold

One good effect of the war in America has been that it has brought the geography of the world home to Americans, is the opinion of Mr. Julean Arnold, American commercial attache to China, who arrived yesterday on the Venezuela from a six-months' visit home.

"There has been an entire change of attitude at home since the war," said Mr. Arnold. "We are looking at world affairs now from a world point of view rather than the provincial view of before. The events of the last few years have made us all think. We know now about the rest of the world and our relation to it."

Mr. Arnold emphasised that this was markedly reflected in the nation's attitude toward foreign trade. Whereas in the past American manufacturers have neither known nor cared about foreign trade, now they are not only curious but actively interested.

"I visited all the large cities of the country, speaking on foreign trade, particularly in the Far East," said Mr. Arnold, "and everywhere large numbers of manufacturers not only came to listen but showed their interest by seeking information. This is particularly true of the Far East. In the past American foreign business has been concentrated in South America; now the manufacturers are seeing the bigger potentialities of the Far East. At least, they are seeing China and South America more in proportion."

A number of new American firms are contemplating entering the China field, Mr. Arnold said. Also the government will shortly send three or four more trade experts to investigate conditions in China.

Concerning the war situation at home, Mr. Arnold said there was a general feeling of relief when the suspense was over and the country had entered.

"The country is enthusiastic from end to end," he said. "The President waited until he knew he had the people with him and now they are standing behind him to a man. The great majority are for going in the whole way, men, money and supplies, to help win the war."

BERLIN SAYS RELATIONS WITH CHILE NOT BROKEN

(Reuter's Agency War Service)

Amsterdam, May 4.—A telegram from Berlin denies that there has been a rupture of relations between Chile and Germany.

Huge Explosion at Osaka Chemical Store; 150 Dead, Millions of Yen Damage

Reuter's Pacific Service to The China Press

Osaka, May 5, 6.15 p.m.—The Osaka warehouses of the Tokio Soko Kaisha have exploded. The casualties are considerable. The city has been tremendously shaken by three explosions and ashes are raining down.

7.30 p.m.—A big explosion and fire have broken out. The damage is estimated at several million Yen and the casualties at over one hundred.

The contents of the works involved were mostly chemicals. The fire is spreading to the Electric Light Company's power station and works.

8.35 p.m.—The fire has spread to a tank belonging to the Asbestos Company, which exploded and nearly a hundred neighboring houses have been destroyed by fire and shock.

Nearly fifty fatalities are reported.

FRENCH LOSE ONLY SIX VESSELS DURING WEEK

Not Counting 3 Fishing-Boats; Eight Merchantmen Unsuccessfully Attacked

(Reuter's Agency War Service)

Paris, May 4.—The Ministry of Marine announces that, during the week ending April 29, 986 vessels above one hundred tons arrived in French ports and 995 left. One over 1,600 tons and five under 1,600 tons were sunk by submarines or mines.

Eight were unsuccessfully attacked. Three fishing-boats were sunk during the same period.

Mr. Ibukiyama Host At Pleasant 'At Home'

A very pleasant social affair was the "at home," given yesterday afternoon, by Mr. T. Ibukiyama, manager of the N.Y.K., at his residence at 27 Jessfield Road. There was a large gathering of people of prominence, among them being Baron and Baroness Fujimura, chairman E. C. Pearce of the Municipal Council and United States Counsul-General Sammons.

House and grounds were artistically and elaborately decorated for the occasion and an entertaining program of music, songs and dancing had been arranged. A group of songs by Miss May Clarke and songs and interpretative dancing by Miss Flaven were features. Papini's orchestra rendered a number of selections. Catering was done by the Astor Hotel.

V. MEYER RETURNS FROM U.S.

Mr. V. Meyer, of Andersen, Meyer and Co., Ltd., returned to Shanghai yesterday after a visit to the United States. Mr. Meyer was a passenger on the Empress of Russia, but left the ship at Yokohama for a few day's rest in Japan before resuming his duties here.

The Weather

Some showers, but an improvement in the weather is probable. The maximum temperature recorded yesterday was 54.7 and the minimum 49.1, the figures for the corresponding day last year being respectively 63.3 and 57.0.

ORDER FIVE AMERICAN GUNBOATS INTERN HERE

Decision Of Governments' Representatives On China's Failure To Declare War

Five American gunboats now in the harbor of Shanghai are being interned by the Chinese Government. They are the Monocacy, Palos, Samar, Quiros and Villalobos.

The decision was reached yesterday after Mr. C. H. Chu, commissioner of foreign affairs for Shanghai, and Admiral Sah officially informed American Consul General Sammons and Captain S. L. Chadwick, the senior American naval officer now in the port, that the American warships in this harbor must leave within 48 hours or be interned.

The gunboat Wilmington and the transport Abarenda probably will leave today. How many officers and men will depart with them and how many will remain in Shanghai has not been officially determined. Arrangements for internment were decided on at a final conference yesterday and it is expected to be completed by Monday night or Tuesday morning.

The internment of the American ships in this harbor, in compliance with the rule enforced on the other belligerents, has been in abeyance since the United States entered the war, as it was thought a declaration of war by China was soon forthcoming. On the news from Peking Friday night that the question had been postponed it was decided to proceed with the usual custom in a neutral port.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Omi Maru..May 8
Per N.Y.K. s.s. Kasuga M. May 10
Per N.Y.K. s.s. Chikugo M. May 11
Per N.Y.K. s.s. Hakuai M. May 15

For U.S., Canada, and Europe:—
Per N.Y.K. s.s. Y'hama M. May 14
Per T.K.K. s.s. Siberia M. May 15

For Europe:—
Per N.Y.K. s.s. Fushimi M. May 6
Per N.Y.K. s.s. Kaga Maru May 16

The American mail is due here on or about today, per T.K.K. s.s. Tenyo Maru.

WORKERS DEMAND CONFERENCE WITH RUSSIAN MINISTRY

Latter's Decision Against Separate Peace Causes Demonstration

CALL TO RESIGN

Miliukoff Persists Country Must Remain True To Its Allies

ISSUES MANIFESTO

Tells Entente View of Cabinet Entirely Coincides With Their Aims

(Reuter's Agency War Service)

Petrograd, May 4.—M. Miliukoff's Note to the Allied Governments proclaiming Russia's resolve not to conclude a separate peace, her determination to secure a decisive victory and denying any slackening in the common struggle was published yesterday in Petrograd and evoked strong manifestations for and against the Government.

An enormous crowd assembled in front of the Ministerial offices and was addressed by M. Shingareff, Minister of Agriculture, and M. Rodzianko, the President of the Duma, amidst enthusiastic applause.

Later, when the workmen left the factories and work-shops, counter-demonstrations occurred, in which various regiments joined, demanding the resignation of the Provisional Government.

Hold Joint Conference

The Council of Workmen's and Soldiers' Delegates proposed a joint session with the Government, which was opened at 10 o'clock last night, to consider the situation.

During a suspension of the sitting, M. Miliukoff, Minister of Foreign Affairs and member of the Duma for the Petrograd district, came to a balcony and addressed the huge crowd waiting outside.

He declared that Russia must never consent to a separate peace. Nobody must be entitled to charge Russia with betraying her allies. The Provisional Government, he said, was like a sailing-ship, unable to move without wind, which was the confidence of the people. He appealed to the citizens to trust it.

His speech was received with prolonged cheers.

M. Miliukoff has transmitted to the Allied Governments the recent manifesto to the Russians explaining the objects of the war. It impresses the fact that these entirely coincide with the principles enunciated by eminent Allied statesmen, including President Wilson, and New Russia is determined to end the war victoriously.

W.C.T.U. BIRTHDAY PARTY TO BE HELD NEXT WEEK

Members Will Be 'At Home' Saturday Afternoon At McTyeire Grounds

The Shanghai Women's Christian Temperance Union holds its second Birthday Party next Saturday in the grounds of the McTyeire High School, 1 Edinburgh Road. If the weather proves as favorable then as it was on the occasion of the Children's Temperance Fete in Mr. Hardoon's Garden, a very enjoyable afternoon will be spent. The members are "At Home" from 3.30 to 7 p.m. Tea will be served in the garden and music and short addresses will be given.

The program includes vocal solos by Miss Olive, Messrs. Haynes, Dingle and Gill, a recitation by Mrs. Hay Bolton, and 2 other items. A hearty invitation is given to all interested in the temperance question.

The garden is situated almost opposite the School for Chinese Blind and is reached by a short ricsha ride from the Bubbling Well tramway terminus. No "Birthday Bags" are being sent out as last year, but friends will have an opportunity of contributing to the funds of the work, should they wish to do so, by dropping their gift into a box near the entrance.

News Brevities

A review of French Tongkinese troops at the Barracks on Route Voyron, which was to have taken place yesterday, has been postponed to another week-end. Four companies of these soldiers are now quartered in Shanghai preparatory to leaving for the north.

• • •

Motorcycle enthusiasts will learn with pleasure that the long-expected shipment of "Indians" has at last arrived. Many of these were imported to order, and thus, as very few remain out of the present shipment, early application should be made to the Eastern Garage.

• • •

From the head of the corporation down to its most youthful employe, all the members of the staff of H. S. Honigsberg and Co., Inc., wear a broad smile of satisfaction, for they have broken all previous automobile sale records in Shanghai by disposing of an almost phenomenal number of Buick cars in less than a month. A shipment of 30 cars more is due on May 23.

• • •

Many people have been rubbing their eyes in wonderment during the last few days, for here, there and everywhere are to be seen specimens of a car that seems familiar, and yet has many new characteristics. They are Fords—but Fords transmogrified. In other words the new streamline model has arrived, and at once has captured popular fancy, especially now that the price has been so substantially reduced.

• • •

The American Sales Corporation has opened offices and showrooms in the new North China Insurance Building at the corner of Szechuen and Kiukiang Roads. Mr. Gordon S. Morse is the general manager of the Corporation, which is the agent for "Pacific" sanitary supplies and plumbing fixtures, "Hotpoint" electric apparatus, and other well-known lines. Their announcement will be found elsewhere in this issue.

• • •

From today, Mr. G. Laferriere will assume the functions of the Secretary of the French Municipal Council.

• • •

A large gathering of friends of Mr. H. E. Norris, of the British-American Tobacco Company, were present at the Wayside Wharf to wish him "bon voyage" and good luck. Mr. Norris sailed last night on the Awa Maru to offer his services to his government.

Opera Singer May Give Concert Here

Miss Bessie Mae Abbott

Miss Bessie Mae Abbott, a niece of the famous Emma Abbott and herself an opera and concert singer who has appeared at the Metropolitan Opera House in New York, is expected in Shanghai the latter part of this month. She is in the Far East on a pleasure trip but efforts are being made by music lovers in Shanghai to induce her to give a concert here. Miss Abbott has taken roles in "Madam Butterfly," "La Traviata," "La Boheme," "Rigoletto," and "The Magic Flute."

A Fireman's Wedding

There is always something very fascinating about a fireman's wedding, and that is one of the reasons that most of his friends envied Mr. Reg Harris yesterday when he was married to Miss May Burke.

The unfortunate part of a firefighter's wedding in Shanghai is the fact that it means leaving the Brigade as an active member, but these are war times, and exceptions have to be made. Chief Officer Pett was only too pleased to tell the large concourse of people who turned up to number 40 Boone Road, the home of Mr. Reg Harris' parents, that an exception had been made in this case and that Mr. Harris, despite the fact that he was the possessor now of a charming wife, would still be able to serve as an active member of the Brigade which he had served so well for over ten years and of which he was a first assistant.

With Miss May Burke as the bride, and a very sweet one too, and the little Misses Iris Harris, Dorothy Burke, Ivy Burke, and Gene Hunter as bridesmaids, and a full backing of firemen including the French Brigade, to do most of the honors, there is no need to say that the wedding was a pretty one. It was.

Inspector John Burke gave the bride away, and Foreman Pat Fenton played the part of best man to the bridegroom. After the ceremony at the British Consulate, the religious service took place at St. Joseph's Church. The ushers were Messrs. Holland, Mansfield, Fraser and Harloe.

Needless to say, Mr. Pat Fenton had something to say about the bridegroom in particular and everyone else in general. Then Mr. Pett was very happy in his references to both the happy couple, and the toast of the day "The bride and bridegroom" was proposed in a speech by Mr. Graham Barrow.

The newly married couple left last night for Hankow where their honeymoon will be spent.

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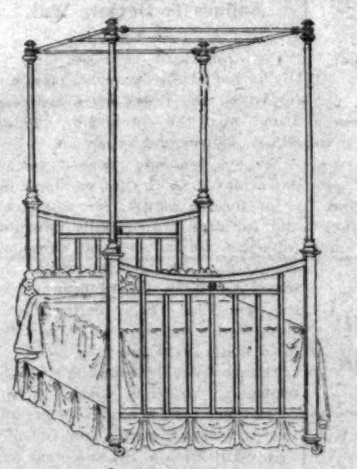

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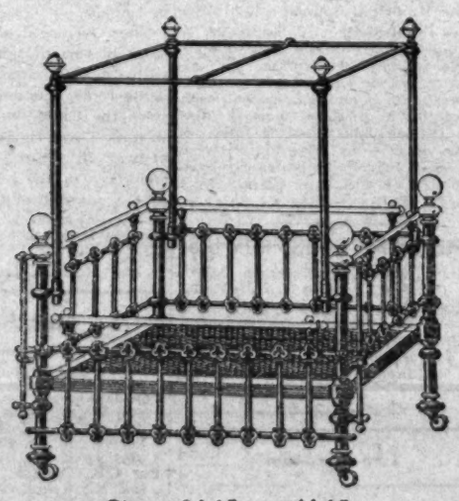

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GORDON S. MORSE, GENERAL MANAGER.

TEUTONS LEARNING LESSON OF LIBERTY

And Now the 'Silent Mass' Whom Wilson Invoked Are Being Heard From

LETTERS TELL OF DESPAIR

Home Messages to Soldiers Call For Curses on Those Responsible for the War

London, March 31.—The Russian revolution has loosened the scales on the eyes of the German people, and America's entrance into the war will complete the process of enlightenment and hasten the march of freedom and progress across the Teutonic Empires, according to the best British opinion, which, it may be added, is so rapidly forcing the pace toward an Irish settlement that a successful solution of that problem is nearer than most persons thought possible.

The "silent mass of mankind," on whose behalf Wilson spoke in his famous peace address in the Senate, is becoming vocal. It has found its voice in Russia suddenly by revolution; the first mutterings have been heard in Germany, and the interview given by Count Czernin, the Austro-Hungarian Minister of Foreign Affairs, to the Vienna Fremdenblatt is plainly a response to popular discontent.

Opinion in this country is divided as to the real significance attaching to the united Socialist vote in the German Reichstag. On the one hand it is asserted that the German Socialists have voted against the budget before and the budget was not a penny the worse for that, and, on the other, that the Socialist revolt was arranged by the German Government to encourage the peace advocates in other countries.

A "German eyewash" is what The Pall Mall Gazette calls it, remarking "There has always been a certain demand in Germany for more liberal institutions and doubtless the course of events in Russia has given stimulus, but it is a very languid emotion, compared with the passion enlisted in the war and the faith that still adhere to Kaiserin. That faith will be the main spring of German thought and action until it is overcome by the destruction of the empire's military power.

The Manchester Guardian puts the other contention hypothetically. It suggests that the German Socialist party, once reunited, may become again the strongest party in the Reichstag, and the one organisation representing the rank and file of the German people. War was made by the autocratic government and imposed on the mass of the people by playing on their fears of the Russian autocracy. With a new Russian democracy in control, what quarrel have the German working classes? Achievement of a liberal constitution in Germany would be for her neighbor's guaranty. They would interpret it as sign of repentence and a change of heart.

The Guardian thinks that an environment within which peace would become possible would thereby be created. But the German autocracy with its appanage of professors and officers still stands against the world, against its own people as well as its enemies. Its destruction must come from within or from without.

The moral influence of America's participation in the war will, according to the view strongly held here, complete the process of enlightening the German nation. The Star holds that the Entente democracies ought to make a direct appeal to the German democracy against "the Hohenzollerns and their Hindenburgian brutes," but does not suggest exactly how to do it.

The paris Temps publishes correspondence concerning internal conditions in Germany, which has significance in this connection.

"We have under our eyes," says the Temps, "an edifying document circulated in the German trenches and reproducing characteristic letters from all corners of the empire, letters from wives and mothers to husbands and sons at the front and letters from old people who would welcome the oblivion of the grave. The majority of them have been censored, but from what is left one can judge of what is suppressed.

"What strikes one is the tone of hatred and bitterness with which the writers stigmatise the helplessness and the insolence of the German bureaucracy and the growing anger against those whom, rightly or wrongly, they hold responsible for the misery of the people. What a contrast the first letters, found on German soldiers in 1914, in which mothers and wives and fiancees encouraged the Teuton worriors to pillage!

"German women know also that war means only mourning and distress. 'The best thing I could do,' writes one of them, 'would be to throw myself into the water with the children.' Another says: 'Dear Joseph: Life is no longer worth living. We had better both have been dead.' A third makes this confession to her husband: 'I often envy the dead in their graves. They know nothing of these frightful times.'

"This idea of death haunts them, They are tired of suffering, struggling, and contending with misery that is each day more poignant. They do not know what to do to soothe the infants, crying with hunger. They complain that they themselves are too anaemic to do any work. They cause those responsible for the war. 'We know quite well' they say, 'who brought about this state of affairs and there would be no God in heaven of after the war these wretches were not brought to justice.'"

Frederic C. Harrison has proposed that the Entente should improve a revolution upon Germany by refusing to negotiate with her as long as the Hohenzollerns sit on the throne. Count Westar's assertion in the Reichstag that German supremacy was due to her existing system of government seems to show what little chance such a declaration by the Entente powers, as Mr. Harrison proposes, would have of influencing the German masses in the desired direction. Men of broad vision here believe that the spectacle of the great democracy of the new world rising in its might against an autocracy, which even now after its people by the millions have shed their blood denies them liberal institutions, will be the determining influence which shall win the war for freedom by a victory within Germany's own borders.

"Free peoples," as is well said in the Manchester Guardian "can live side by side. The war has shown that Europe, like the United States in Lincoln's time, cannot exist 'half slave and half free.'"

That is why above and beyond any considerations of naval, military, or financial assistance that American can render the Allies, the most enlightened minds of the British democracy are looking forward with the keenest hopes to the coming week's developments in Washington.

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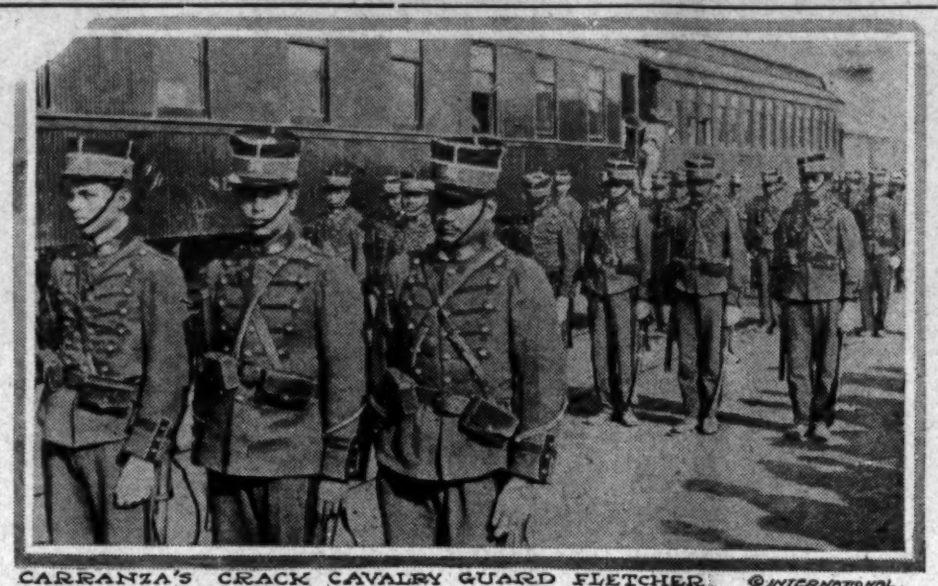
Carranza's Crack Troops Guard Ambassador Fletcher



CARRANZA'S CRACK CAVALRY GUARD FLETCHER. ©INTERNATIONAL.

Above is a photograph of newly uniformed Carranza troops in Mexico with which the de facto president hopes to combat the activities of Pancho Villa and other bandits working in Northern Mexico.

The troopers pictured above are part of the escort provided to guard Ambassador Fletcher on his trip from Nuevo Laredo, Mexico, to Mexico City.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The local share market continues dull in the extreme, and the few transactions recorded represent but a small turnover. Prices, generally speaking, remain steady, but buyers are not anxious to secure shares except at their own rates. Cotton continue in some demand with rates in certain cases slightly increased.

WIFE OF BUKAREST'S MAYOR IS IN TOKIO

Mme. Petresco Joins Relative; Germans Holding Husband For Shortage

Tokio, April 24.—The wife of the Mayor of Bukarest at the time of the German invasion, Mme. Marie Petresco, is in Tokio at the Seiyoken Hotel, Tsukiji.

The Mayor of Bukarest, Emil Petresco, remained at his post when the Germans. After this the Germans demanded from him a contribution of ninety million lei. A lei is worth about a franc. The mayor raised this amount and handed it over to the Germans. After this the Germans made a further demand on M. Petresco for a sum of three hundred million lei. To raise this was an impossible task, for with a population of only 350,000 people the amount asked was too large to be obtained. The mayor was then taken as hostage to Germany, where he is now held.

His wife, through the efforts of the Rumanian Premier, M. Bratiano, was granted leave to come to Tokio to join Colonel Petresco, who is a member of the Rumanian Commission now in Tokio and a brother of the former Mayor of Bukarest. Madame Petresco is accompanied by her son, a young man 25 years old, who has been appointed secretary of the Rumanian Commission. More recently the daughter of Colonel Petrescō has also arrived from Bukarest.

The Russians are in large numbers in Rumania and are holding the front lines. Most of the Rumanian army is being refitted and trained. In Bukarest itself the Germans did very little damage to property and only in cases of dire necessity, as in the case of a leading Socialist who held out against them and in only a few other isolated cases was any damage inflicted on property.

COTTON MARKET

Reuter's Service

London April 30.—Today's Cotton prices were as follows:—

Mid-American—Spot: 13.00d.
May-June: 12.47d.
October-November: 11.87d.

London, May 3.—Today's cotton prices were as follows:—

Mid American-Spot	12.96d.
May-June	12.43d.
October-November	11.82d.

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Delightful Cretonnes

in bird and floral designs, also a very large selection in the well-known SHADOW-TISSUE which has such pretty and soft effects.

Silk Chenille

for heavy curtains in plain solid colors

Silk Chenille

heavy curtains 50" x 3½ yds. in crimson, green or biscuit colours, with effective dados.

Plain self-colour 50" CASEMENT CLOTHS in usual furnishing colourings, also plain colour 50" SATEENS.

All kinds of FURNISHING FABRICS kept for the decoration of the home. Ask to see our selection of coloured madras curtainings which are so attractive for summer curtains. Pattern books of cretonnes, casement cloths, tapestries, sent on approval. **Telephone 2296.**

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FOR THE RACES

WE ARE SHOWING the most complete line of fashionable footwear, in all leathers—black, brown and white—to be found in Shanghai.

We ask you to visit our store before doing your buying, and give us an opportunity to prove our statements. Here you will find everything that's new this season, including all the popular shapes for both men and women. And our prices are reasonable.

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"GLADIATOR" STRAW HATS.

THE RIGHT KIND FOR THESE DRY SUMMER DAYS

THE QUALITY 1.

In this season's shape, a well-made hat at an exceptionally low price.

Price **$1.75** each

THE QUALITY 2.

Made from a good medium grade of straw and well bleached with fitted Black silk band in the new shapes. Fitted with Bon-Ton Ivy Leather headband.

Price **$2.75** each

THE QUALITY 3.

A smart up-to-date shape of superior quality straw. A well finished hat, with Black silk band. Fitted with Bon-Ton Ivy Leather headband.

Price **$3.50** each

THE QUALITY 4.

Is the most comfortable hat yet designed. Very pliable yet retains its shape, will easily conform to any shaped head. 3-inch crown 1¾ inch brim. Black silk band.

Price **$3.75** each

THE QUALITY 5.

Tress and Co.'s superior make in a fine plait straw of medium weight. Very smart appearance. Crown 3 ins., brim 2½ inches. Fitted with Bon-Ton Ivy Leather headband.

Price **$5.50** each

The "Harlequin" Hat

Not quite so prominent in the eye as the better qualities but one worth seeing. Colours in stock Green, Stone Grey, Hunter, Brown

Price **$4.00** each

The "Beaconsfield" Hat

OUR "CHAMPION" VALUE

This is the pick of the bunch of big values going this week. Don't miss this. Colors, Vandal, Laurel, Smoke Grey, Ash Grey, Nutria.

Price **$8.50** each

The "Oriole" Hat

Here is a typical "honesty" value as certain as its namesake to give you satisfaction for your money. Colour, Topical Grey with Black Band

Price **$5.75** each

The "Valleyfield" Hat

For wet or dry weather this is reliable always. Can be had in smart sappy colors Agate, Drab, Nickel, Fox, Walnut.

Price **$5.50** each

The "Upwood Park" Shirt

A shirt that will look as good at the finish as at the start, a real sl g-ger for the washman. Made of the famous Cawnpore twill cotton, very light in weight, and perfectly absorbent. The ideal shirt for general sports use.

Price **$1.50** each

The "Rosewood" Tennis Shirt

An extremely smart shirt for tennis use, etc. In white mercerized cotton. Very silky in appearance and will wear splendidly. All sizes in stock.

Price **$2.75** each

The "Capercailzie" Shirt

Has been tested and tried for some years and is always a favorite. A soft cambric shirt in a good selection of light grounds with stripes of Mauve, Pink, Grey and Blue. Soft double cuffs.

Price **$2.00** each

The "Fresco" Shirt

Fancied very strongly and expected to become a leading value. In a soft finished Oxford material, fitted with the soft double cuffs. Patterns in Helio, Grey, Blue, and Pink with neat designs.

Price **$2.00** each

The "Kronberg" Shirt

This is a new line this season, just imported and will improve with knowing. A very dressy shirt in

A plain zephyr material, a well selected variety of shades in Pink, Brown, Blue, Green and Helio. Fitted with the correct slope on the neck band. Soft double cuffs.

Price $1.75 each

The "Ashfield" Shirt

This has jumped into public favor right away and should easily hold its own against all comers. It is superior to many shirts priced at a much higher figure.

In a strong cotton material, light coloured grounds, with well assorted stripe designs, fitted with stiff cuffs.

Price $1.00 each

The "Black Diamond" Hat

Our champion value in 1916 and still well in the public favour for 1917. Don't worry about the rain if you have this hat, shades of Grey and Green only. A natty shape

Price **$6.50** each

The "Lucky Star" Shoe

Here's a Shoe that is worth trying. Very showy in appearance. One that has made a rapid stride in public favour. White Cloth Walking Shoe with the new White Ivory sole and heel. Light weight perfectfitting

Price **$8.50** per pair

SLAZENGER'S TENNIS BALLS $9.50 per dozen

DATED 1917.

Here are the Champions of the Tennis World

"E. G. MEERS", "DOHERTY", "RENSHAW", RACQUETS

RACQUETS

That will make the pace from Start to Finish. Its "ODDS ON" if you use a Whiteaway Racquet.

TENNIS RACQUETS

THE "E.G.M." RACKET. This world-famous racquet is made under the instructions of the well-known expert E.G. Meers. It must be admitted his mechanical knowledge is undoubted. It is an ideal racquet. Weights 12½ to 15 ozs. **$18.50**

THE "DOHERTY" RACKET. The best racquet made. The system of open stringing has now been in vogue for years, and is found to give greater driving power and more permanent rigidity. Weights 12½ to 15 ozs. **$18.50** each

THE "DEMON" RACKET. Perfect in every detail, strung with special gut and with a reputation second to none. Slazenger's "Demon" is a racquet worth trying. We have it in. 12½ to 15 ozs. weights. Price **$11.25** each

THE "COURT" RACKET. Here we offer a really excellent model racquet well made and finished. Equal in many respects to a **$10.00** racquet and it will serve you well. Weights 12 ½ to 15 ozs. Price **$7.50** each

THE "PLAYER" RACKET. To the man of moderate means here is a fine little racquet that is excellent value. Its driving powers are good and the gut a good English brand. It has stood the test of three seasons. Weights as above. Price **$6.00** each

THE "COLONIAL" RACKET. Made to give the user good service. Fine clear English gut, well sprung and balanced, it is a racket that will prove its worth. Weights as above. **$17.50** each

THE "RENSHAW" RACKET. This racket was specially selected by a committee of experts as embodying all good points of a match racket. It has an international reputation. Price **$6.50** cash

THE "GREENWOOD" RACKET. One of the most popular numbers made by this company. Stocked by us as a serviceable and useful everyday racket. Price **$6.50** each

THE "GOLD MEDAL" RACKET. Specially depressed throat piece, with dogwood reinforcement and White holly throat piece. Vellum wrapped and gut wound double in the central portion in the popular expert style, with best quality lamb's gut, White with Black cross strings. **$21.50**

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For evening or day wear, made of a superior quality and durable white longcloth with stiff linen cuffs A ready-to-wear shirt and very good value. All sizes in stock.

Price **$2.75** each

The "Tiga" Shoe

Not quite in the finest grade of our shoe section but rattling good value in this class price.

White Canvas, light weight leather sole, for walking, medium toe. Ideal for the warm weather

Price **$6.50** per pair

THE "KOWLOON" PYJAMAS

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St. John's Student Wins Health Essay Contest

Mr. Yang Tuk-pan Awarded First Prize For Best Effort By Joint Council

MR. YANG TUK-PAN,
Winner of the First Prize in the contest for the best essay on Health Conditions in China.

First prize in the health essay contest conducted by the Joint Council on Public Health Education has been awarded to Mr. Yang Tuk-pan of St. John's University. Second prize was won by Mr. Ling Pu-chi, also of St. John's, and third by Wu Pao-kwang of the Union Medical College, Peking. The first two prizes were gold medals or their equivalent in money and the third a silver medal.

The Joint Council on Public Health Education represents the National Medical Association, the China Medical Missionary Association, and the Young Men's Christian Association. The Council held this contest to stimulate interest on the part of students in the question of public health and to secure from them suggestions as to how some of the important problems in connection with this question might be solved.

The subject, "Present Health Conditions in China and How They May Be Further Improved," was announced the early part of last September through the medium of schools, newspapers and magazines.

There were, in all, fifty-one essays submitted. Thirty-seven of them conformed to the rules, and the rest were returned for various reasons. Of the essays four were in English. It is interesting to note that the thirty-seven essayists represented twenty-three schools (medical, high, college, and theological), nineteen cities, eleven provinces, from Manchuria in the north to Kwangtung in the south, from Szechuen in the west to Kiangsu in the east.

It is equally interesting to note that two of the Chinese essays were written by girl students, of the Bulison High School, Kiukiang, Kiangsi. Although they did not win places in the contest, what they did marked a new era for our sisters.

The board of judges consisted of Dr. S. I. Woodbridge, Editor, "Chinese Christian Intelligencer"; Dr. Charles H. Lyon, Tsning, Shantung; Dr. K. Chow; Dr. D. Willard Lyon, secretary National Committee Y.M.C.A. of China; Mr. C. C. Nieh, proprietor Heng Foong Cotton Mill; and Mr. T. M. Yan, editor "Association Progress."

The Winning Essay

The winning essay follows in part:

There is nothing which is more important than the health of the people of a country—upon it depends largely its strength and prosperity. No nation which neglects the health of her citizens can ever be great and powerful, or even when she gains greatness and power can long retain it. The history of the world has shown that disease has been a most potent factor in national deterioration. It is now clear to the minds of all the educated people of the world that the most potent factor in the decline of the ancient civilisation of Egypt, Greece and Rome was disease.

One will then naturally ask what are the health conditions of China at present. On this question many opinions have been expressed but they have differed greatly, because of their individual point of view. In order to come to a definite conclusion it will be necessary for us to have a general survey of the field for ourselves.

Judging superficially, one would say that the present health conditions in China are fairly good. The Chinese people have a strong and abiding race vitality, as is indicated by their quick and sure recovery from terrible injuries and surgical operations. Professor Ross in his book: "The Changing Chinese," told us of a coolie who had his abdomen torn open in an accident and who was assisted to the hospital supported by a man on either side, holding his bowels in his hands. He was sewed up and, in spite of the contamination which must have gotten into the abdomen, made a quick recovery. Again, in childbirth, women attended by midwives, often in a very dirty manner, in a filthy hovel, have escaped puerperal fever under conditions that would certainly result in the death of a white woman. The soundness of their dieting is shown by the great amount of rice taken by the labor ng class. Their dress is hygienic because they change according to the variation of the temperature. Their houses may be said to be more or less ventilated.

Sanitation Now Neglected

On the other hand, if we consider the question scientifically we shall see that the general health conditions in China are very bad. In spite of the fact that our forefathers used the term "sanitation" and even practiced it during the Chou Dynasty whilst the western nations were still in a semi-barbaric state, China has made little or no progress along this line of study. Now things have just been reversed, for while Europe and America at present have reached a very high standard in the method of curing and preventing diseases, China has as yet few sanitary organisations and hospitals of its own for the preservation of the public health. As the result of this neglect, infant mortality has reached a very high figure. Professor Ross says that because of the poor hygienic conditions in China, out of every ten children born, the three weakest will die while they are still in a state of infancy, and five of the others will fail to grow up. What I have said before, that the Chinese have a strong and abiding race vitality, is only limited to a very small portion of the whole race which are the fittest to survive, and not to the race as a whole. An annual series of figures for three consecutive years made among the female patients at the British Charitable Hospital, Peking, showed an average death rate, for children, of 48 per cent. Indeed, so common are early deaths that infant burial by coffins is a very rare sight in China, the small bodies being simply wrapped in matting and thrown in the public cemeteries.

A visitation of the plague among the Chinese is by no means an uncommon thing. Among the most notable and terrible ones was the plague which broke out in Manchuria at the end of 1910. The number of deaths is estimated to have exceeded 60,000. The suddenness with which the epidemic broke out and the high death rate terrified the Central Government. The Chinese Government invited the other western nations to send delegates to an International Conference on the problem. The Conference, was held at Mukden from April 3 to April 28, 1911, and was attended by 27 delegates, representing eleven nations.

The contagious diseases like tuberculosis, smallpox, cholera, typhoid fever, dysentery, measles, diphtheria, and scarlet fever are prevalent in China. The most prominent among these is tuberculosis, which is appallingly prevalent and is fostered by the social customs and the condition of the people, who expectorate freely everywhere, in-and out-of-doors, in trams, market places, tea shops, and other public centers. This disease exists in all parts of China: in the foreign settlement of Shanghai, it killed, in 1912, twice as many people as diphtheria, plague and scarlet fever combined. Owing to the lack of any public health records giving the death rate from this or any other disease we have no definite statistics about this particular disease, but it is the testimony of present day scientific medical men that tuberculosis is one of the most formidable foes of the people of China.

The prevalence of smallpox has been very great indeed.

In 1907 there were 863 deaths from smallpox in the foreign settlement of Shanghai alone. As the people of Shanghai have more contact with the foreign civilisation, so they have a better knowledge of the danger of smallpox and their children have a better chance to be vaccinated than the people of the interior parts of China; for vaccination is done free of charge by the health department of the municipal council. From this we can infer how much more will the people of other parts of China die from smallpox every year, who have scarcely any chance, or no chance at all, to be vaccinated. Cholera is another dangerous disease in China. In 1907 there were as many as 655 persons who died of this terrible disease in Shanghai. Typhoid fever is another terrible enemy of the Chinese people. It is caused by unsanitary or infected food, and the foods most commonly infected are vegetables, by reason of the manner in which they are grown. Other diseases, like dysentery, measles, diphtheria, and scarlet fever are also prevalent.

Causes of Disease

Now let us trace some of the more important causes that have led to the present health conditions of the Chinese people.

1. Early Marriage.—In spite of the fact that the ancient Chinese Golden Rule encourages late marriages, the Chinese usually marry very early. The desire to have children is intensely felt among the Chinese people, so people usually marry at the age of 18 or 19, and not uncommonly at 16 or 17, and sometimes even at a still earlier age. Owing to the ignorance of physiological laws, the mass of the people usually overlook the danger of early marriage. Now-a-days, it is generally well-known among the people of the civilised nations of the world that early marriage is detrimental to the health of both man and woman. It impedes the growth and the development of the young couple. Far more serious than that is the fact that they will give life to weak and unsound children. As a result of this, every year the infant mortality reaches a very high figure in China, and those who survive are generally weak and unsound. Moreover, the ignorance of the care of the children on the part of young and inexperienced parents always increase the death rate of the children.

II. Foot-binding.—Not long ago the practice of foot-binding was most fashionable in China among the female sex and its effect upon Chinese women and their children is exceedingly marked. It is an evil because it limits the bodily exercise and because of the many diseases which it produces. Doctors Jefferys and Maxwell in their book called "Diseases of China" write as follows: "As a cause of disease it may be readily understood that a poorly nourished, anæmic extremity with deformed bones and abnormal strains is a favorable site for tubercular deposits, and tubercular bone disease in bound feet is exceedingly common. In poorly nourished children there is a very positive tendency to gangrene and death of the part, and amputation is frequently called for. Eczema of bound feet is exceedingly common, due probably to lack of cleanliness and insufficient frequency of exposure to the air, with consequent maceration of the epithelium." It is universally true that weak mothers will always give birth to weak children. Consequently weak Chinese mothers can not be expected to bear strong and healthy children.

III. Opium Smoking.—There was until ten years ago—and indeed there still is,—another social evil which was far more dangerous than that of foot-binding, namely, opium smoking. Among men it was met with in all classes, and the higher the class, the more generally was it to be found. It was a universal practice among the official circles. Business men, shops and store keepers, and even the poor laboring men were generally smokers. It was also practised among women and sometimes even among children.

IV. Superstition.—Ignorance and superstition always go hand in hand; the great mass of Chinese people are mostly uneducated and ignorant and so at the same time they are for the most part superstitious. They think that by doing good works, such as erecting temples and pagodas, they will secure long life, health and prosperity, and preserve themselves from all the evils and the dangers that surround them. Holding such views, they have had no mind to study or investigate into sanitary sciences. The building of the pagoda at Nanking cost the imperial treasury no le s than $3,300,000 and the repairs of another cost $26,000. How much more benefit would have resulted if they had used this amount of money to construct a grand system of underground drainage to improve the sanitary conditions of the city as the people of America and England would do!

V. Indifference to sports.—Athletic sports are not very popular among Chinese school boys. They do not run, romp, and climb as American and European children do. Their recreation consists of such things as kite flying, cricket fighting, gambling, chess, or letting off fire-crackers. Professor Ross says: "To sip wine and cap verses in a shady arbor or a grotto by a lotus pond is a gentleman's ideal of happiness. To stroll, bird cage in hand, on the city wall in the cool of the evening and give birdie an airing, is their ideal of a gentleman s recreation." I suppose there are no people on earth who are so destitute of amusement and games as are all Chinese, both rich and poor. They have no out-door games except those in which an element of gambling enters. Absolute dullness and dreariness seem to prevail everywhere. Walking is demeaning and one never goes a-foot if he is able to pay the price of a sedan chair. He considers going on foot as something which will cause him to be "losing face" because gentlemen usually are wont to travel in sedan chairs.

The writer then cites child labor, old education poverty, unsanitary surroundings, ignorance of personal hygiene and no eugenic regulation as other causes of present conditions.

How to Improve Conditions

In order to improve the present health conditions in China, I suggest the following scheme:

I. Education in Elementary Schools. All teachers should possess at least an elementary knowledge of hygiene and sanitary laws. They should teach their students in the following fundamental things:—

1. The value of physical exercises and play in the open air.

2. Habits of cleanliness, e.g., regular bathing of the body, brushing the teeth at least once a day, the need for changing the inner clothes, the dangers of spitting, the advantages of a clean room.

3. The scientific importance and uses of air, water, wind, and soil, and their relations to human life. Under this heading, we should also include the simple facts about nature study, e.g., uses and abuses of food and the interdependence of animals and plants, for this purpose, simple science readers should be used.

4. Simple precautions against those common contagious diseases, e.g., tuberculosis, smallpox, typhoid fever, measles, scarlet fever, dysentery, diphtheria, and against insects, such as mosquitoes, flees, bedbugs, and lice, as a means of spreading diseases.

5. The habit of thorough chewing, and moderation in eating and drinking.

6. Sex education, and the dangers to be avoided as adolescence is reached. All these important things can be more easily taught to students during their early years.

II. Establishment of Sanitary Boards.—Few individuals are able to live in surroundings chosen by themselves. Economic, social, and climatic factors largely determine the selection of a site for villages, towns, and cities. If these are not healthy, owing to the conditions of the soil or drainage, the individual is practically helpless. Thus it becomes the duty of the public authorities to correct them as far as possible. The correction of conditions dangerous to health requires, however, special study, and in large cities, special departments. Owing to this necessity, sanitary boards should be established. In order that these Sanitary Boards may be authoritative and successful, the approval and help of the government and local authorities should be sought and the co-operation of the gentry, merchants, educators and leading personages invited. Above all, the assistance and co-operation of qualified medical men should be obtained, for they alone understand sanitary laws and the best methods to be adopted for the prevention of disease. The funds used for the maintenance of the board should be obtained from the local taxes. A sanitary board should have the following functions:—

1. Street cleaning. (a) The board should provide a proper method of sewage disposal so as to get rid of the sewage as speedily as possible, with the least nuisance to the smallest number of people, with the least danger to health and property, and at the smallest cost. Experience has shown that failure to remove human excretia from a community is a menace to the public health.

(b) Garbage comprises all manner of waste material, and its disposal is of very great economic and sanitary importance. From a hygienic standpoint the proper disposal of refuse is important because it will advance the public health of the community.

To Better Working Conditions

2. Industrial hygiene. In order to improve the hygienic conditions under which the laboring people work, and in order to prevent the diseases of occupation, five fundamental conditions are essential:

(a) investigation, (b) laws, (c) factory inspections, (d) penalty (e) education. These investigations must include not only scientific studies, but also economic and sociological factors. Suitable laws are necessary, for it has been found in practice in other countries that the conditions cannot be corrected by an appeal to voluntary reform. To be effective the laws must provide ample ways and means for their energetic enforcement. A systematic factory inspection is most important in order to protect the working people against preventable diseases of occupation and to correct sanitary defects, but also to enforce the laws concerning hours of work, child labor, and related subjects. These laws will not be effective unless they provide a penalty against both the employer and the employees. Either party to the contract should be held legally responsible in case of violation. Finally, education directed towards the employer, the employee, and also the public at large, is necessary to obtain the laws and maintain the standards.

3. Keeping Vital Statistics. Statistics point out where and to what extent diseases and death are on the increase, and suggest, therefore, the inauguration of combative sanitary effort, the efficiency of which such statistics enable us to measure. They furnish the basis for the study of all the various social problems which effect increase and decrease in numbers. Anything that happens to be abnormal can at once be detected and remedied accordingly. If this were done throughout China, we could have a much more accurate idea of our population and its economic possibilities.

4. The establishment of isolation hospitals for cases of infectious diseases. Ambulances should be provided for the conveyance of patients suffering from infectious diseases to the isolation hospitals free of charge. Since tuberculosis is so prevalent in China, the board should pay more attention to this particular disease. I suggest therefore, that tuberculosis hospitals be established in the different cities. They should be situated in open places in-or outside the city walls, so that pure, fresh air may be easily obtained. Under this heading we should include the reporting of cases of infectious diseases and the enforcement of laws for their preven-

(Continued on Page 7)

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ALL INDIA IS UNITED IN WAR CO-OPERATION

Maharajah of Gwalior Says It Furnishes a Common Platform

Gwalior, India, February 1 (Correspondence of The Associated Press).—The Maharajah Sindhia of Gwalior, one of the wealthiest of the Indian Princes, said today that he and the other rulers of India were prepared to pour all their resources into the common war coffer until Germany was crushed. The Maharajah said that the world conflagration, by furnishing a common platform upon which all India could work, had done much to encourage co-operation among the Indian States, and also to emphasize the essential unity of aims between them and the Government of India.

Gwalior, whose people he rules, under the British Government, is one of the central States of India, with a population of between 2,000,000 and 3,000,000. He is a Major General in the British Army, and gave his personal services with the British expeditionary force to China in 1901. His troops have been in France, are fighting in East Africa and Egypt, and are helping guard the Indian frontier from Quetta and Bannu.

How much he has donated he will not know until the war is over and the final accounts are in, but he has thus far expended somewhere in the neighborhood of £300,000, ($1,500,000,) outside the upkeep of the hospital ship Loyalty. To this great contribution he modestly calls himself only a subscriber, but, as a matter of fact, during the two years and more the ship has been in commission he has financed it himself and spent on it nearly £300,000. He is also expending £1,000 ($5,000) a month for the upkeep of a convalescent home for officers and soldiers which he established at Nairobi, Africa, at the beginning of the war. The Maharajah gives where he thinks the need is most pressing, depending on the daily papers and on his agents in London for information. Thus, if he learns that war material of any sort is wanted badly, he immediately cables his donation to supply or help to supply the deficiency.

"I believe that the war will continue for eighteen months longer," he said, "and I hope, for my part, that it will go on until Germany has been crushed. I am sure that all India feels as I do about this matter; quite the reverse of the attitude Germany expected from us at the outbreak of hostilities. Germany firmly believed that India would join the Central Allies. What led the Teutons into this error I cannot say, but they certainly misjudged the situation here badly. There never was a chance that India would turn against Great Britain.

"I don't mean to say that there is no sedition in India. There is, just as there is sedition to some degree in America or in any other country, but those who are plotting against the Government are negligible in number, and they are no more representative of India as a whole than were the New York bomb-throwers three or four years ago representative of the American public.

"But Germany thought, for some reason or other, that we were ready to sever relations with Great Britain and banked on our support in the struggle. Long before the war began, Germany was busy trying to stir up sedition in India. I cannot prove this statement to you at this time, but I know it to be true.

"The attempts failed and today Hindustan is standing loyally with the rest of the British Empire, and will continue so to stand until the last gun is fired."

Got His Hot Bath But Missed His Ride

Shell Drove Canadian Officer From Tub and Another Hit His Cart

Ottawa, March 30.—This story comes from the Canadian front in France and is vouched for by a staff officer.

"An officer out from the trenches was enjoying a hot bath in the divisional bathroom when a big shell burst against the wall. Knowing the enemy's habit of following up with another shell in the same place a few seconds after the first, he grabbed his clothes and without waiting to put all of them on, rushed out and jumped on a passing cart.

"A few yards from the bath his clothes were jolted off the cart. He slid off to recover them and before the cart was twenty feet from him a shell made a direct hit on it and driver and house and cart disappeared, blown to pieces."

REPUBLIC DEMANDED BY CONGRESS AT KIEV

Resolution Asks for Federated State—Government Wants People's Approval

Petrograd, April 21.—The National Congress, meeting at Kiev, has unanimously passed a resolution to the effect that the only possible form of state organisation for the new Russia will be a Federated Democratic Republic.

Speaking before a congress of teachers in Petrograd, Mr. Kerenski, the Minister of Justice, said that the Provisional Government has at present all power, but wants every step it takes approved by the country. Therefore, all the steps of the Provisional Governmnt are taken in conjunction with the council of soldiers, labor leaders and delegates of other interests.

The subscription to the "Loan of Freedom" has been very successful. Many large sums have been subscribed, some reaching 1,000,000 roubles.

A congress of representatives of the towns of north Russia is in progress. The delegates have passed a resolution binding the northern cities to assist the Provisional Government in the democratisation of Russian life, in the defence of small nations and in discarding imperialist aims. The resolution says the congress has no doubt that the Government will continue to struggle against the powers working to annul the results of the Revolution.

At Minsk has opened a congress attended by more than 1,200 delegates representing the soldiers and the workingmen. The congress has elected as president the Social Democrat leader Leozern. As his assistant has been chosen the soldier Sorokolletoff of the Revolutionary Social party.

St. John's Student Wins Health Essay Contest

(Continued from Page 6)

tion. Vaccination should be compulsory.

Education also Necessary

5. Public Health Education. Under this heading we include public health notices, lantern slide lectures. The circulation of public health notices has been found to be a good way of propagating sanitary knowledge among Chinese inhabitants by the Health Department of the Shanghai Municipal Council. The notices should treat of those important subjects like tuberculosis, vaccination, cholera, plague prevention, and ways of reducing the number of mosquitoes. Lecture subjects should be those appropriate to the seasons. By the use of such lectures, the ignorant prejudices may be removed and a better feeling between the people and the board, with a view of disease prevention, may be promoted.

6. Sanitary maintenance of buildings, yards, and vacant lots. All houses, edifices, gardens, and parks should be subject to sanitary inspection by the board.

7. Supervision of markets, restaurants, stores, and shops selling food stuffs, so that the sale of unwholesome provisions may be avoided.

8. Providing a pure water supply for the inhabitants. The supply of water is one of the most pressing needs of large cities especially. Owing to the density of population in the cities, the amount of sewage is so vast that it is likely to infect the drinking water, even if it be taken five or ten miles away, because microbes are hard to kill. So it becomes the most important function of the Board to provide proper drinking water.

9. Control of drug shops and apothecaries so that the sale of dangerous drugs like opium, morphine and other poisons may be controlled.

10. Licensing of inns, brothels, theaters, tea-shops, and other public houses where diseases may be contracted. Under this heading we also include the inspections of carriages and railway trains.

11. Supervision of the construction of dwelling houses, shops and factories.

12. Establishment of public recreation grounds and places such as parks, gardens, and play grounds.

13. Publication of a list of nuisances so that the attention of the people may be called to those things which are injurious to public health.

14. Control of burial grounds and public cemeteries within town areas, which are liable to endanger the health of the community.

15. The examination of the inhabitants of the city or town at least once a year.

16. To prevent the marriage of weak and diseased persons, in order to improve the Chinese racial stock.

Social Service League Needed

III. Establishment of Social Service League.

These should be instituted by the college or high school students and influential classes of every city or town for rendering unselfish work for their fellow country-men and country-women. In this respect, the members of Y.M.C.A. of St. John's University have set a good example for other colleges and high schools to follow. Changsha, the capital of Hunan, has set a similar example for other cities to follow. China at this very moment, is greatly in need of public spirited men and women for these lines of social, physical, moral and intellectual activities. If these leagues can be finally established in all cities of China, we can train a great number of public spirited men and women. These should co-operate to influence the others among whom they live and make a serious attempt to improve the unhealthy conditions of life in the crowded quarters.

The work of these leagues may be roughly summarised under the following headings:—

1. An Educational Campaign. By imparting knowledge of elementary sanitary laws and hygiene on one hand and knowledge of prevention of commoner diseases on the other. This should be done by means of lectures, personal talks, pamphlets, charts, lantern slides, public notices and travelling exhibits. Teaching young children (those who have no chance to enter school) to play regular games and to practice habits of cleanliness. The members of the Y.M.C.A. of St. John's University started this work two years ago, teaching the young children of the neighboring village regular athletic games and simple personal hygiene. They have found it most successful.

2. Give help to the poor who are suffering with diseases, and leading them to hospitals and paying for their expenses.

IV. The Establishment of A Central Public Health Institute.

Professor Vaughan says that the purpose of government is to protect its citizens; and a government which fails to shelter its citizens against infection is neither intelligent nor moral. In order to make the central government feel that it is her responsibility to take care of the public health of the people a Central Public Health Institute ought to be established in the Capital under the auspices of the government. This Institute should have the power of controlling and directing all the sanitary boards of the country. Here all information and help relating to hygiene and sanitation could be obtained if required, and the records for the whole country kept. It should also provide well equipped laboratories, in which not only routine work could be done, but where research can be carried out. For every nation has its own peculiar health problems, and China is in this respect far from being an exception.

Programme for May 7th, 8th and 9th

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Featuring

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and

TOM MOORE

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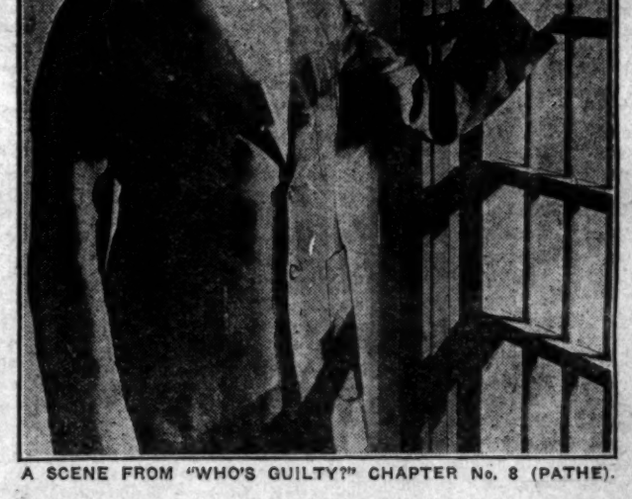

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WHIP YOUR CHILD, IF YOU DARE, AFTER SEEING "TRUTH CRUSHED TO EARTH" IN "WHO'S GUILTY."

SYNOPSIS

TOM BLAKE a youngster of eleven, always gets into trouble because he tells the truth. On several occasions instead of lying out of some small offense, he manfully tells the truth and always is punished for it. It is in college that he finally becomes soured on always being the victim. He is in love with Marjorie Lampson, a beautiful young girl with whom he has grown up from childhood. In a student encounter a local policeman is injured and Tom, who runs to the rescue of Marjorie's brother, who leads the students, is blamed. He is expelled from college. Later, he obtains employment in the office of the uncle of his sweetheart and gives promise of being most successful. But one night on his way home after working late, he stops in a low restaurant for a bite to eat. He has a large sum of money belonging to the firm with him and is robbed by a notorious woman thief who meets him there. He wakes up to learn the bitter truth and when questioned at the office about it declares that his desk was robbed. But a detective comes in with the money, having taken it from the woman when she was arrested later. Had Tom told the truth he would have been saved, but since he lied he is thrown out of employment and later the papers record the suicide of another human derelict.

"WHO'S GUILTY?"

PATHE'S BRITISH, FRENCH AND AMERICAN GAZETTES

depicting all the principal events.

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Starlight Comedy.

"CAN LOVE GROWN COLD BE REVIVED?"

Screamingly funny comedy.

WARNING! AN INNOCENT MAN IS VICTIM OF THE LAW. SEE "BEYOND RECALL" IN "WHO'S GUILTY?"

SYNOPSIS

EDWIN MARTEL, a young man in hard luck financially, is insulted by Margaret Graeme, the fiance of his best friend, John Leonard. The latter then determines to take Martel on a long trip to South America which starts the next day. Edwin goes to the home of Elsie Drayton, a girl who is in love with him and a violent scene follows his announcement that he sails on the morrow. He leaves to meet Leonard, and when he returns to say farewell, finds that she has committed suicide. He is arrested, and Leonard, ignorant of the reason for his friend's failure to put in an appearance at the pier, sails without him.

Margaret has ambitions to take up the law and works with District Attorney Malloran on the case against Martel. The latter is unable to prove an alibi and is sentenced to death. After the execution, Leonard returns to learn the news. Margaret then realizes that she had ignored Edwin's statement that Leonard could prove a perfect alibi for the defendant. But delay was a question of costs, not of justice, and he was a poor man. Thus Martel, innocent of the crime with which he is charged, is taken in the prime of life for an act of which he is entirely innocent.

"WHO'S GUILTY?"

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The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON SUNDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

DEATH

REMEDIOS: On the 5th May, 1917, at Haining Road, Celeste Maria, beloved daughter of Mr. and Mrs. F. X. Savard Remedios, aged 10 years and 3 months. The funeral service will be held in the Sacred Heart of Jesus Church, today, the 6th May, at 4 p.m.; interment in Bubbling Well Cemetery at 5 p.m. All friends are invited to attend. Hongkong and Macao papers please copy.

13740

Is Genius A Form Of Disease?

By James Huneker

WASN'T it sour-bellied Corney Grain who said: "I know the fellow is a rale gaynius; he never pays a divil a cent of his debts"? This grumpy little Irishman in one of Charles Lever's novels possibly grazed a workable hypothesis of genius. In Carlyle's days a person was respectable if a gig-man; now you are financially sound if you own a motor car. Every one is a genius. Men of talent are becoming rare. If you happen to write a popular novel you are acclaimed a genius, which, perhaps, is the truth. Popularity may be for dolls, as Emerson asserted; but it's a mighty asset when all the world's a doll. Even the old Carlyle definition was thrown out of court by Herbert Spencer, himself a prize specimen of one who had an infinite capacity for taking pains. Nevertheless, industry is not necessarily an indication of genius, although elbow grease has been a hitherto underrated factor in the case. Dr. Morel in 1857 published his "Traite des Degenerescences," and gave modern psychiatry a starting point. Then Guerinsen pronounced genius a disease of the nerves and the flood gates were opened. We learned much from Magnan, Ribot, the brothers Janet, Maudsley, Esquirol and Charcot. After their psychological plumber work it was dangerous to be a genius; then you were either a madman or a criminal, and such little busybodies as Lombroso and Nordau tracked you to your lair and measured your ears, the cut of your nose and the glance of your eye, Reginald! for Beau Brummel was surely a clothes maniac.

Luckily for the world at large genius is scarce and the charlatan theory, or theories, went off the critical map when Nordau wrote his partly amusing and wholly ridiculous "Degeneration." But the question still hangs suspended like Mahomet's coffin, between heaven and earth. Is genius a disease like a tenor voice or the pearl in a mollusc? It is, we know, a gift that seldom brings happiness to its possessor. It is either unmercifully flouted or else unrecognised; and no two humans agree as to its specific quality. When Ignace Jan Paderewski made in Carnegie Hall some time ago his eloquent appeal for Poland, he did not mention the name of Stanislaw Przybyszewski, poet, novelist and playwright of Warsaw, possibly because of the name, which sounds like a Polish fortress. Stanislaw (we omit the full name) has written wisely of genius and illustrated it in his exceedingly vivid career. He asserts (in "Chopin and Nietzsche") that physicians do not busy themselves enough with history; if they did they would know that decadence has always existed; that it is not decadence at all, but merely a phase of development as important as normality: normality is stupidity, decadence is genius. Is there, he asks, a more notable case of the abnormal than the prophet of Protestantism, Martin Luther. We are all children of Satan, he cries; those great ones who for the sake of their idea sacrifice the lives and happiness of thousands, as Alexander or Napoleon; or those who dispel the dreams of youth, Socrates and Schopenhauer; or those who venture into the depths and love sin, because sin only has depth, Baudelaire, Poe, Rops; and those who love pain for the sake of pain, and ascend the Golgotha of mankind, Chopin, Schumann, Nietzsche!

Satan is the first philosopher, the first anarchist; and pain is the foundation of all art, and with Satan the father of illusions! I give these luminous reflections to prove how easy it is to twist a theory to suit one's own point of view. The decadence theory is nonsense and equally absurd is the Polish writer's contention that the normal is always the stupid. Coleridge, you may remember, disputed the antique sarcasm of Horace that "genius irritabile vatum": quite the contrary, he maintains: "The men of the greatest genius, as far as we can judge from their own works, or from the accounts of their contemporaries, appear to have been of calm and tranquil temper in all that related to themselves." He gives instances to uphold his belief. Taine once spoke of the same genius among the old fellows, like Rabelais, Montaigne, Shakespeare, who performed prodigies of labor and literary invention. No neurasthenia there! Yet, Shakespeare wrote Hamlet, the very incarnation of a disordered will and a poetic soul astray.

Schopenhauer has dealt with the subject and with more conviction breeding results than any of the explorers in this field outside of a biological laboratory. He finds that "talent is versatile and betrays more acuteness of discursive than intuitive knowledge." But the genius beholds another world from them all, although only because he has a more profound perception of the world, which lies before them also, in that it presents itself more objectively, and consequently in greater purity and distinctness. Myriad minded Goethe summed up the matter in a memorable phrase: "Genius is incommensurable." He had been discussing with Eckermann "Faust." Mozart, too, has told us of the music that came to him without his volition as if he had composed it in a trance. Now, suggests Dr. Arthur C. Jacobson in the New York Medical Journal ("Possible Clues to the Nature of Genius"), investigate the secondary personality of genius. We are, he tells us, gradually coming to understand better the phenomena of divided consciousness, thanks to the labors of Flournoy, Janet, Prince, Sidis, White and others. So-called secondary selves exist in the subliminal mental life and in certain circumstances may usurp the reign of the primary self for varying periods of time. Just as we know the saint and sinner may inhabit the bosom of a person. The old theologists speak of our guardian angels and our evil angels; and some see God in an ecstatic vision and others view the fiercest pit in hell with morose delectation. Don't worry, it's your two selves at war. When the dissociation becomes complete, half a dozen split up personalities struggling for mastery, then it is time to consult a psychiatrise. We are all the victims of our cells.

Dr. Jacobson points out that the "phenomenon" of mediumship is the secondary personality in action. "There is, of course, nothing supernatural about mediumship. The medium is merely controlled for the time being, not by a disembodied spirit, nor the will of another, but by a secondary personality which has come out of his (usually her) own subconscious mind." Secondary personalities may behave rationally, or, in persons of low intellect, irresponsibly. The trivial data heaped up by the psychical research societies betray very clearly the third rate minds that give them birth. The medium, usually an abnormal woman of inferior and uncultivated mentality transmits phenomena that are always a measure of this phenomenon. Dr. Jacobson believes that what we are really concerned with is elucidation of the thought that genius may reside in the secondary personality of a person of superior mental endowment. Genius may not be an element in the primary self at all. The genius is a superman—a man plus a secondary personality, his genius residing not in the primary self, but in this secondary personality. In the one case we have the medium—low mentality, irresponsible secondary personality; in the other case we have the genius—high mentality, superrational secondary personality.

If there is nothing particularly novel in this theory there is something of interest in its application. Dr. Jacobson quotes Bateson, who "conceives of evolution and life as an unpacking of an original complex." Here we are knocking at the transcendental gate of the Fourth Spatial Dimension. Life is an uncoiling. We are the watch springs of the infinite. And our existence is like the progress of a spiritual tapeworm. Death is the grand vermifuge. But we must not sidetrack the excellent notions of the Brook-

(Continued on Page 9)

The American Intervention By President Wilson

(Full Text of President Wilson's War Message to Congress)

Gentlemen of the Congress:

I have called the Congress into extraordinary session because there are serious, very serious, choices of policy to be made, and made immediately, which it was neither right nor constitutionally permissible that I should assume the responsibility of making.

On February 3 last, I officially laid before you the extraordinary announcement of the Imperial German Government that on and after the first day of February it was its purpose to put aside all restraints of law or of humanity and use its submarines to sink every vessel that sought to approach either the ports of Great Britain and Ireland or the western coasts of Europe or any of the ports controlled by the enemies of Germany within the Mediterranean. That had seemed to be the object of the German submarine warfare earlier in the war, but since April of last year the Imperial Government had somewhat restrained the commanders of its undersea craft, in conformity with its promise, then given to us, that passenger boats should not be sunk and that due warning would be given to all other vessels which its submarines might seek to destroy, when no resistance was offered or escape attempted, and care taken that their crews were given at least a fair chance to save their lives in their open boats. The precautions taken were meager and haphazard enough, as was proved in distressing instance in the progress of the cruel and unmanly business, but a certain degree of restraint was observed.

The new policy has swept every restriction aside. Vessels of every kind, whatever their flag, their character, their cargo, their destination, their errand, have been ruthlessly sent to the bottom without warning and without thought of help or mercy for those on board, the vessels of friendly neutrals along with those of belligerents. Even hospital ships and ships carrying relief to the sorely bereaved and striken people of Belgium, though the latter were provided with safe conduct through the proscribed areas by the German Government itself and were distinguished by unmistakable marks of identity, have been sunk with the same reckless lack of compassion or of principle.

I was for a little while unable to believe that such things would in fact be done by any Government that had hitherto subscribed to humane practices of civilised nations. International law had its origin in the attempt to set up some law which would be respected and observed upon the seas, where no nation has right of dominion and where lay the free highways of the world. By painful stage after stage has that law been built up, with meagre enough results, indeed, after all was accomplished that could be accomplished, but always with a clear view, at least, of what the heart and conscience of mankind demanded.

This minimum of right the German Government has swept aside, under the plea of retaliation and necessity and because it had no weapons which it could use at sea except these, which it is impossible to employ, as it is employing them, without throwing to the wind all scruples of humanity or respect for the understandings that were supposed to underlie the intercourse of the world.

I am not now thinking of the loss of property involved, immense and serious as that is, but only of the wanton and wholesale destruction of the lives of noncombatants, men, women, and children, engaged in pursuits which have always, even in the darkest periods of modern history, been deemed innocent and legitimate. Property can be paid for; the lives of peaceful and innocent people cannot be. The present German submarine warfare against commerce is a warfare against mankind.

It is a war against all nations. American ships have been sunk, American lives taken, in ways which it has stirred us very deeply to learn of, but the ships and people of other neutral and friendly nations have been sunk and overwhelmed in the waters in the same way. There has been no discrimination.

Challenge is to all mankind. Each nation must decide for itself how it will meet it. The choice we make for ourselves must be made with a moderation of counsel and a temperateness of judgment befitting our character and our motives as a nation. We must put excited feeling away. Our motive will not be revenge or the victorious assertion of the physical might of the nation, but only the vindication of right, of human right, of which we are only a single champion.

When I addressed the Congress on February 26 last, I thought that it would suffice to assert our neutral rights with arms, our right to use the seas against unlawful interference, our right to keep our people safe against unlawful violence. But armed neutrality, it now appears, is impracticable. Because submarines are in effect outlaws, when used as the German submarines have been used against merchant shipping, it is impossible to defend ships against their attacks as the law of nations has assumed that merchantmen would defend themselves against privateers or cruisers, visible craft giving chase upon the open sea. It is common prudence in such circumstances, grim necessity indeed, to endeavor to destroy them before they have shown their own intention. They must be dealt with upon sight, if dealt with at all.

The German Government denies the right of neutrals to use arms at all within the areas of the sea which it has proscribed, even in the defense of rights which on modern publicist has ever before questioned their right to defend. The intimation is conveyed that the armed guards which we have placed on our merchant ships will be treated as beyond the pale of law and subject to be dealt with as pirates would be. Armed neutrality is ineffectual enough at best; in such circumstances and in the face of such pretensions it is worse than ineffectual; it is likely only to produce what it was meant to prevent; it is practically certain to draw us into the war without either the rights or the effectiveness of belligerents. There is one choice we cannot make, we are incapable of making; we will not chose the path of submission and suffer the most sacred rights of our nation and our people to be ignored or violated. The wrongs against which we now array ourselves are no common wrongs; they cut to the very roots of human life.

With a profound sense of the solemn and even tragical character of the step I am taking and of the grave responsibilities which it involves, but in unhesitating obedience to what I deem my constitutional duty. I advise that the Congress declare the recent course of the Imperial German Government to be in fact nothing less than war against the Government and people of the United States; that it formally accept the status of belligerent which has thus been thrust upon it; and that it take immediate steps not only to put the country in a more thorough state of defense, but also to exert all its power and employ all its resources to bring the Government of the German Empire to terms and end war.

What this will involve is clear. It will involve the utmost practicable cooperation in counsel and action with the Governments now at war with Germany, and, as incident to that, the extension to those Governments of the most liberal financial credits, in order that our resources may so far as possible be added to theirs.

It will involve the organisation and mobilisation of all the material resources of the country to supply the materials of war and serve the incidental needs of the nation in the most abundant and yet the most economical and efficient way possible.

It will involve the immediate full equipment of the navy in all respects, but particularly in supplying it with the best means of dealing with the enemy's submarines.

It will involve the immediate addition to the armed forces of the United States, already provided for by law in case of war, of at least 500,000 men, who should, in my opinion be chosen upon the principle of universal liability to service, and also the authorisation of subsequent additional increments of equal force so soon as they may be needed and can be handled in training.

It will involve also, of course, the granting of adequate credits to the Government, sustained, I hope, so far as they can equitably be sustained by the present generation, by well conceived taxation.

I say sustained so far as may be equitable by taxation, because it seems to me that it would be most unwise to base the credits which will now be necessary, entirely on money borrowed. It is our duty, I most respectfully urge, to protect our people, so far as we may, against the very serious hardships and evils which would be likely to arise out of the inflation which would be produced by vast loans.

In carrying out the measures by which these things are to be accomplished keep constantly in mind the wisdom of interfering as little as possible in our preparation and in the equipment of our own military forces with the duty—for it will be a very practical duty—of supplying the nations already at war with Germany with the materials which they can obtain only from us or by our assistance. They are in the field and we should help them in every way to be effective there.

I shall take the liberty of suggesting, through the several executive departments of the Government for the consideration of your committees, measures for the accomplishmentot the several objects I have mentioned. I hope that it will be your pleasure to deal with them as having been framed after very careful thought by the branch of the Government upon whom the responsibility of conducting the war and safeguarding the nation will most directly fall.

While we do these things, these deeply momentous things, let us be very clear, and make very clear to all the world, what our motives and our objects are. My own thought has not been driven from its habitual and normal course by the unhappy events of the last two months, and I do not believe that the thought of the nation had been altered or clouded by them. I have exactly the same things in mind now that I had in mind when I addressed the Senate on January 22, last; the same that I had in mind when I addressed the Congress on February 3, and on February 26. Our object now, as then, is to vindicate the principles of peace and justice in the life of the world as against selfish and autocratic power, and to set up among the really free and self-governed peoples of the world such a concert of purpose and of action as will henceforth insure the observance of those principles.

Neutrality is no longer feasible or desirable where the peace of the world is involved and the freedom of its peoples, and the menace to that peace and freedom lies in the existence of autocratic Governments, backed by organised force which is controlled wholly by their will, not by the will of their people. We have seen the last of neutrality in such circumstances. We are at the beginning of an age in which it will be insisted that the same standards of conduct and of responsibility for wrong done shall be observed among nations and their Governments that are observed among the individual citizens of civilised States.

We have no quarrel with the German people. We have no feeling toward them but one of sympathy and friendship. It was not upon their impulse that their Government acted in entering this war. It was not with their previous knowledge or approval. It was a war determined upon as wars used to be determined upon in the old, unhappy days, when peoples were nowhere consulted by their rulers and wars were provoked and waged in the interest of dynasties or of little groups of ambitions men who were accustomed to use there fellow men as pawns and tools.

Self-governed nations do not fill their neighbour States with spies or set the course of intrigue to bring about some critical posture of affairs which will give them an opportunity to strike and make conquest. Such designs can be successfully worked out only under cover and where no one has the right to ask questions. Cunningly contrived plans of deceptions or agression, carried, it may be, from generation to generation, can be worked out and kept from the light only within the privacy of courts or behind the carefully guarded confidences of a narrow and privileged class. They are happily impossible where public opinion commands and insists upon full information concerning all the nation's affairs.

A steadfast concert for peace can never be maintained except by a partnership of democratic nations. No autocratic Government could be trusted to keep faith within it or observe its covenants. It must be a league of honor, a partnership of opinion. Intrigue would eat its vitals away; the plottings of inner circles who could plan what they would and render account to no one would be a corruption seated at its very heart. Only free peoples can hold their purpose and their honor steady to a common end and prefer the interests of mankind to any narrow interest of their own.

Does not every American feel that assurance has been added to our hope for the future peace of the world by the wonderful and heartening things that have been happening within the last few weeks in Russia? Russia was known by those who knew it best to have been always in fact democratic at heart in all the vital habits of her thought, in all the intimate relationships of her people that spoke their natural instinct, their habitual attitude toward life. The autocracy that crowned the summit of her political structure, long as it had stood and terrible as was the reality of its power, was not in fact Russian in origin, character, or purpose; and now it has been shaken off and the great, generous Russian people have been added, in all their naive majesty and might, to the forces that are fighting for freedom in the world, for justice and for peace. Here is a fit partner for a League of Honor.

One of the things that has served to convince us that the Prussian autocracy was not and could never be our friend is that from the very outset of the present war it has filled our unsuspecting communities, and even our offices of government, with spies and set criminal intrigues everywhere afoot against our national unity of counsel, our peace within and without, our industries and our commerce. Indeed, it is now evident that its spies were here even before the war began; and it is unhappily not a matter of conjecture, but a fact proved in our courts of justice, that the intrigues, which have more than once come perilously near to disturbing the peace and dislocating the industries of the country, have been carried on at the instigation, with the support, and even under the personal direction of official agents of the Imperial Government, accredited to the Government of the United States.

Even in checking these things and trying to extirpate them we have sought to put the most generous interpretation possible upon them because we knew that their source lay, not in any hostile feeling or purpose of the German people toward us (who were, no doubt, as ignoran of them as we ourselves were), but only in the selfish designs of a Government that did what it pleased and told its people nothing. But they have played their part in serving to convince us at last that that Government entertains no real friendship for us, and means to act against our peace and security at its convenience. That it means to stir up enemies against us at our very doors the intercepted note to the German Minister at Mexico City is eloquent evidence.

We are accepting this challenge of hostile purpose because we know that in such a Government, following such methods, we can never have a friend; and that in the presence of its organised power, always lying in wait to accomplish we know not what purpose, can be no assured security for the democratic Governments of the world. We are now about to accept the gauge of battle with this natural foe to liberty and shall, if necessary, spend the whole force of the nation to check and nullify its pretensions and its power. We are glad, now that we

(Continued on Page 10)

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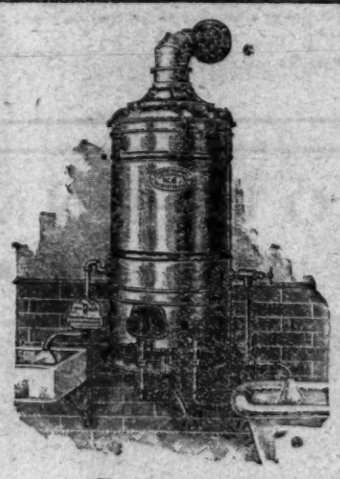

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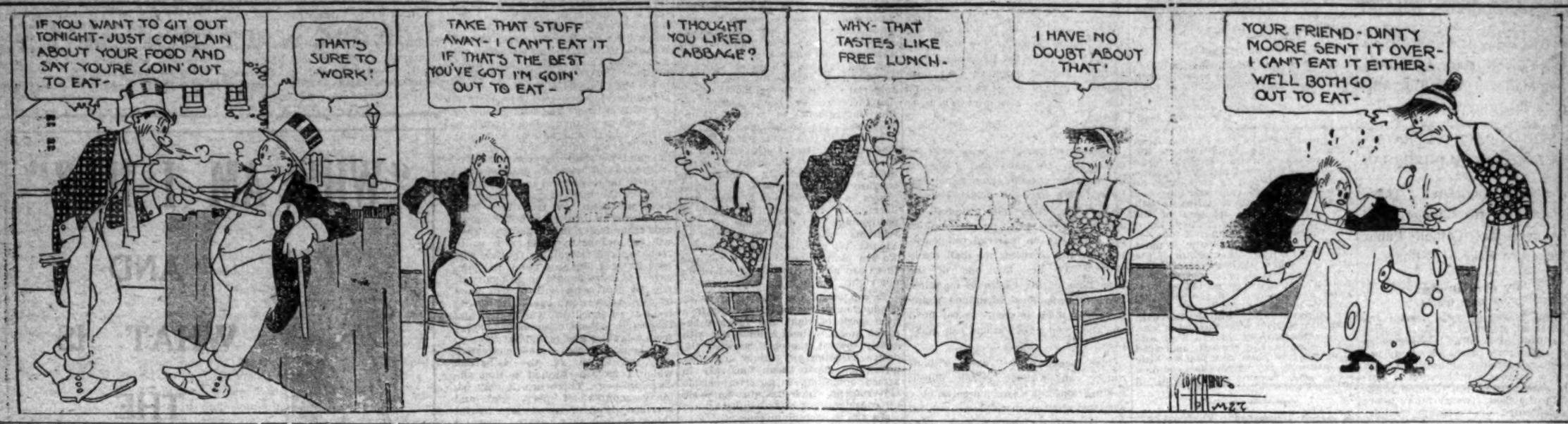
Bringing Up Father — By George McManus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Love, Home and Table Topics By Clever Writers — Daily Home Magazine Page — A Good Page to Read in the Leisure Hour

Bread And Its History

Now that the whole world is crying for it, some facts about bread, its history and making may be of interest.

The oat cakes of Scotland are, perhaps, as nearly like the first form of bread invented by primitive peoples as anything of the sort to be found in these times. These are made by mixing together coarsely ground or slightly pounded oats, water and salt, kneading, rolling out in a thin sheet and baking over a good fire.

The inventors of this commonest article of daily food, so historians tell us, tried the experiment of soaking grain in water and pressing and drying it over a fire. Later on they improved upon this by pounding the grain between two stones or in a rude sort of mortar, before mixing with the water and cooking. The Israelites made their Passover cakes in some such manner. The scones and bannocks of Scotland, and a sort of bread prepared in the East Indies are similar; so are the dampers of Australia, except that these latter are somewhat thicker. The famous corn pone of the southern part of the United States is made of corn meal, kneaded with water and baked before a hot fire. That is not, however, the popular corn bread of the South.

All these breads are classified as unleavened, that is, not mixed with anything to make the dough rise into a light, spongy mass, before cooking, and to be light and soft, when baked. The unleavened breads are of the consistency and hardness of what we call crackers, or biscuit, today; some, in fact, like the hardtack, chiefly thought of as a food for sailors at sea. Leaven was used, however, so historians tell us, even in the time of Moses, and was undoubtedly known to the ancient Egyptians, Greeks and Romans, and by them the knowledge of its use was spread abroad throughout the countries reached in their military campaigns.

In those days, not having the yeast cakes which the housekeeper of the present finds so easy to work with, the bakers were accustomed to save over a little of the leavened bread from each baking, to leaven the next lot with.

Wheat flour is the kind most extensively used today, although rye flour is also much liked, particularly in the northern countries of Europe. And in America corn meal is still a favorite foodstuff, especially in the southern parts of the United States. Bread is also made of potatoes and other tubers, that is, from a sort of flour made from them, also of beans, chestnuts, and sago in some countries.

The following recipes for bread were tried and found successful in a demonstration lecture given by the home economics bureau of a large lighting house in New York. Those were all for yeast breads:

Water Bread—The ingredients are: 2 cups of boiling water, 1 tablespoon lard, 1 tablespoon of butter, 1 tablespoon of sugar, 1½ teaspoons of salt, ¼ yeast cake dissolved in ¼ cup of lukewarm water, 6 cups of sifted flour. Place the butter, lard, sugar and salt together in a large bowl and pour the boiling water over them. When this has cooled somewhat, that is, when it is lukewarm, add the dissolved yeast cake and stir in 5 cups of flour. Mix thoroughly, using a knife or mixing spoon. Add the remaining flour, stir it in well and turn the bread out on a floured board. It should leave the mixing bowl quite clean. Knead until the bread is smooth, elastic to the touch, and has no bubbles. Put it back in the bowl and cover with clean cloth, kept for the purpose, and a board or tin cover. Let it rise over night in a temperature of 65 degrees. In the morning, cut it down, that is, cut it through with a caseknife, turning the dough over and over. Let it rise again, and, if it is not convenient to mold it then, it may be cut down a second time. When properly cared for bread need never sour. Toss on a slightly floured board—too much flour will spoil the sponge —knead, shape into loaves, place into pans, having them about half full. Cover, let rise to double their bulk and bake in a good oyen. The baking will take from 45 minutes to one hour. The best results will be obtained by using small separate pans, about eight inches long and three or four inches wide. If wished to make the bread in four hours or so, a whole yeast cake will be required.

Graham Bread—The ingredients are: 2½ cups of hot liquid (water or milk and water), 1-3 cup of molasses, 1½ teaspoons of salt, ¼ yeast cake dissolved in ¼ cup of lukewarm water, 3 cups of flour and 3 cups of graham flour. Prepare and bake as entire wheat bread. The bran remaining in the sieve, after sifting the graham flour, should be discarded.

Parker House Rolls—The ingredients are 2 cups of scalded milk, 3 tablespoons of butter, 2 tablespoons of sugar, 1 teaspoon of salt, 1 yeast cake dissolved in ¼ cup of lukewarm water, flour. Add butter, sugar and salt to milk, and let cool until lukewarm. Then add dissolved yeast cake and 3 cups of flour. Beat well, cover and let rise until light; then cut it down and add enough more flour to knead. (This will probably be about 2½ cups.) Let it rise again, toss on a slightly floured board, knead again, pat and roll out until it is about 1-3 of an inch in thickness. Cut out the rolls with a biscuit cutter, dipped in flour. Dip the handle of a case knife in flour, and with it make a crease through the middle of each piece. Brush over ½ of each roll with melted butter, fold and pinch the edges together. Place these in a greased pan about 1 inch apart, cover and let rise, and bake in a hot oven 12 or 15 minutes. As rolls rise, they will part slightly. Be careful not to let them rise too rapidly, or they will lose their shape.

Clover Rolls—Make the same sort of dough as for Parker House rolls. Tear off small pieces, roll into little balls and stick together in threes. Place in a greased pen, sufficiently far apart to keep these clover formations separate after rising, and bake.

Currant Buns—The ingredients for these are 2 cups of scalded milk, 4 tablespoons of butter, 4 level tablespoons of sugar, 1 egg beaten slightly, 1 teaspoon of salt, 1 yeast cake dissolved in ¼ cup of lukewarm water, ½ cup of currants, 1 teaspoon of lemon extract and flour. Mix as for Parker House rolls, patting the butter, sugar, salt and scalded milk in the bowl and adding the dissolved yeast cake, when the first mixture has become lukewarm. Add the flour gradually, to prevent lumping. Add the currants and lemon extract last of all. Let rise until double the original size. Cut down, and more flour, and knead, then make into small round buns, brush with beaten egg, dust with cinnamon and sugar, place in a greased pan, cover, let rise and bake.

It is quite possible to have fresh hot rolls for breakfast, by mixing the sponge one day, putting it into pans and, when nearly risen enough, setting them into the refrigerator until morning, when they may be allowed to rise a few minutes more before baking.

Is Genius A Form Of Disease?

(Continued from Page 8)

lyn psychiatrist. All men, he approvingly quotes from the above authority, have divine potentialities packed in them. "A longshoreman has the same essential equipment as a Shakespeare." Therefore the psychical research people should not confine their investigations to mediums. Spear a genius and put him under the microscope. But first catch him. Which is a difficult thing to do.

We think, however, that Dr. Jacobson should revise his lists. In one play he makes the staggering conjunction of Paganini, Edison, Shelley. Certainly Paganini had musical genius as an executant; a reproductive, not a creative genius. Shelley was a poet of the purest water; supreme in his lyric genius. Mr. Edison is rather a commercial than a creative genius, is he not? Doesn't he belong to the Andrew Carnegie, Brother Ford class rather than with such creative men as Morse, Alexander Graham Bell or Marconi? We ask not in a sceptical, but an inquiring spirit. Perhaps the perfecting of the most infernal instrument of torture, since the invention of speech, that is, for sensitive ears, lifts Mr. Edison to the rank of genius; we refer to a musical reproducing machine that, like chewing gum, solaces millions. In that case Edison is a benefactor of his race.

We note, too, that Walt Whitman is included among the men of genius that drugged or drank. But Walt neither smoked nor used alcohol. An abnormal man in his literary "exhibitionism," he was in private life a gentle old lady. A water drinker and a lover of nature, he wrote his headline poetry and was devilish therein; but not in reality, despite that "long foreground" of which Emerson spoke. Surprised also we are to discover that the charming lyric muse of Richard Le Gallienne is inspired by alcohol. And Jack London—how is that muscular typewriter in the company of genius? Saul among the prophets. Poor Poe (it's a pity he drank! so they say up at the hall of fame), and Lamb and Swinburne, all indulged. But it is safe to predict that Poe's name will outlast Whitman's and that Charles Lamb will be read when his traducer Carlyle, is forgotten. Goethe was wild in his youth, drank wine and pursued the golden girl, but he can not by any stretch of imagination be classed among the "alcoholics," where he is placed by Dr. Jacobson. Furthermore, the worthy doctor serves up a lot of people, not even mediocrities, rubbing shoulders with such tuberculosis geniuses as Watteau, Chopin, Weber. He has not discriminated between talent and genius. Genius is a big word, and despite popular belief not a dozen men of commanding genius are born during a century. Its use as a handy synonym should be dircouraged. Occasionally an artisito complex is produced by the Renaissance, or during the Pericican age, or when the marvellous group of Holland painters were contemporaries; men of such disparate genius as Rembrandt, Vermeer, Hals, Terburg, Hobbema and how many others. The history of music in Italy and Germany shows similar happenings. But genius is a shy bird and seldom welcome. Nearly all children are born with genius. Education blunts their potentialities.

However, we are fault finding with the minor issues of Dr. Jacobson's thought provoking article. Man has charted the globe but, probably because of an almost ineradicable superstitious timidity, has left the human soul undiscovered country or, at least, but partially explored. Genius, whether manifesting its power in the seven arts or in the many sciences, is the worthiest theme for the philosopher; not reactionary metaphysicians, weavers of verbal dreams, spinners of futile cobweb systems; but the biologist, psychiatrist, the practical scientist for whom the visible as well as the invisible worlds exists. The mind of man always has been a house divided in itself. It is some consolation to know that our second or third personalities may be the causes of our conflicts. In "Faust" we read of the two spirits that abide in our breast; also of the spirit that denies. Mephisto then may be only our second personality.

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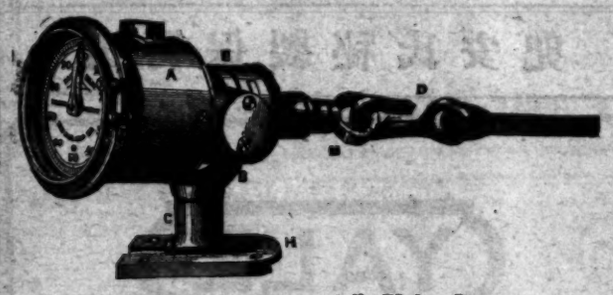

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GERMANS WHEN AT LAST SEEING WAR WITH U. S. NEAR, BLAMED WILSON

'Let Him Bring It On; We Have Once for All Made An End To Negotiations,' Was The Attitude Taken by the Press

AMERICAN PACIFIST NEWS PUZZLED SOCIALIST ORGAN

Vorwaerts Suggested There Would Be No Change Until Congress Met; Catholic Paper Talked of Fear of U-Boats

By Cyril Brown
(New York World)

Berlin, March 23, (via London and Amsterdam, March 24.—Latest reports from America have at last served to arouse Germany to the seemingly imminent inevitability of hostile conflict with or without a declaration of war.

A large part of the German press, within the last twenty-four hours has contained one common thought, expressed in practically identical words, to the effect that, 'if Wilson in this wanton fashion wants war, let him bring it on. We have once for all made an end to negotiations. Blame for having brought about war would fall on him and his Government."

This thought may well be considered to be probably Germany's last word. It may possibly be further construed as the last perfunctory warning to the American Government to keep American ships and American citizens out of the barred zones.

Under the heading "Wilson and War," the Vossische Zeitung airs the following typical view of the situation:

"From the latest reports regarding Wilson's intention so much appears clearly—namely, that Wilson would only too gladly induce Germany to declare war or that he would at least like to be in the position of shoving the moral blame for the war he wishes upon German shoulders. Since however Germany is just mean enough not to declare war without an absolutely compelling occasion, nor to supply Mr. Wilson wit the desired moral pretext for bringing about a state of war, Washington is seeking refuge, as usual, in all manner of technicalities.

Pacifist Undertone Also

A peculiar feature of the situation at this end is that, despite a surface manifestation of warlike alarms sounding from America, there is just enough pacifist undertone to keep Germans guessing. Such a puzzler is a despatch from New York via Berne, declaring that according to Washington reports Wilson is not letting himself be influenced by Chauvinists, but sees in the Russian revolution a possibility of realising his peace league idea, while a Washington despatch via London assures the German public that "Wilson is not letting himself be pushed into a declaration of war, despite all demands," and that he sees in the Russian revolution an optimistic sign for bringing about a conference regarding the future peace of the world.

The Socialist Vorwaerts is sorely puzzled and at least pessimistic about the situation. It headlines this conflicting news, "War Winds, With Peace Rustlings," and says: "A hastened calling of Congress is supplemented by a series of reports in which the war breeze once more blows stronger. So far nothing indicates that the torpedoing of three American ships has started a hurricane, but undoubtedly the jingoes are exploiting this to the full.

"A result of the activities of the jingoes is recognisable in the tone of the news coming from America.

The following moderate and representative German view of the situation is expressed by the Catholic organ Germania, which sees England making desperate attempts to enlist America's help to stop up the hole in the blockade through which the Moewe was able to slip, and says:

"One may interpret England's efforts in negotiations with North America regarding participation in patrolling oceans in this sense, even though Wilson's driving motive is in the first place fear of submarines and their possible appearance upon the coast of the New World.

"Final decision in these negotiations can, of course, only come when Washington has finally decided to go to war against us.

Wilson's Patience at End

"Mr. Wilson's impatience can apparently not be bridled much longer. This is shown by the calling of Congress for April 2. One can safely be convinced in America, however, that we do not lose our nerves and head, as other people do.

"The attempts of the English news service to bring home to us the 'seriousness of the situation,' as Lansing is supposed to have expressed himself, will just as little cause us to budge from the calm and purposed course which we have taken as will any other warlike decision of the American Government. They know this full well in Washington today.

"If America wants war it must take upon itself the odium of the attacker, which it deserves. If one can believe French press reports, it is Wilson's intention to go before Congress and declare that the situation created by the torpedoing of American ships means a state of war with Germany without a declaration of war.

"To this we say only: 'Wait and see!' Despite the present undecided hesitation, we have now just as little as formerly any hope that common sense and reason will prevail in Wilson's entourage."

Kang Yu-wei's Scheme For Hangchow Beggars Meets With Support

Special Correspondence of the China Press

Hangchow, May 3.—Much interest has been aroused by the proposal of Kang Yu-wei to establish in Hangchow an asylum for the beggars of whom there are said to be two thousand in and around the city. At this season when tens of thousands of pilgrims flock into the city from far and near the beggars, too, come in swarms. Their noisome sores, filthy rags, and piteous cries for alms are revolting in the extreme. The proposal is to establish an asylum for them where the physically unfit can be cared for, where those able to work can be taught a trade, and where all can be given decent shelter, food and clothes. Already considerable money has been contributed toward the enterprise and the fact that it is being fostered by Kang Yu-wei, it is generally felt, insures success. The beggars are being subjected to medical examination to determine whether or not they deserve help. Many of them have consequently decamped—presumably those whose sores are superimposed. Enough are left, however, to reveal the crying need of an institution such as Kang Yu-wei proposes to establish.

The American Intervention

(Continued from Page 8)

see the facts with no veil of false pretense about them, to fight thus for the ultimate peace of the world and for the liberation of its peoples, the German peoples included; for the rights of nations, great and small, and the privilege of men everywhere to choose their way of life and of obedience.

The world must be made safe for democracy. Its peace must be planted upon the tested foundations of political liberty. We have no selfish ends to serve. We desire no conquest, no dominion. We seek no indemnities for ourselves, no material compensation for the sacrifices we shall freely make. We are but one of the champions of the rights of mankind. We shall be satisfied when those rights have been made as secure as the faith and the freedom of nations can make them.

Just because we fight without rancor and without selfish object, seeking nothing for ourselves but what we shall wish to share with all free peoples, we shall, I feel confident, conduct our operations as belligerents without passion and our-selves observe with proud punctilio to principles of right and of fair play we profess to be fighting for.

I have said nothing of the Governments allied with the imperial Government of Germany because they have not made war upon us or challenged us to defend our right and our honor. The Austro-Hungarian Government has, indeed, avowed its unqualified indorsement and acceptance of the reckless and lawless submarine warfare, adopted now without disguise by the Imperial German Government, and it has therefore not been possible for this Government to receive Count Tarnowski, the Ambassador recently accredited to this Government by the Imperial and Royal Government of Austria-Hungary; but that Government has not actually engaged in warfare against citizens of the United States on the seas, and I take the liberty, for the present at least, of postponing a discussion of our relations with the authorities at Vienna. We enter this war only where we are clearly forced into it because there are no oher means of defending our right.

It will be all the easier for us to conduct ourselves as belligerents in a high spirit of right and fairness because we act without animus, not with enmity toward a people or with the desire to bring any injury or disadvantage upon them, but only in armed opposition to an irresponsible Government which has thrown aside all considerations of humanity and of right and is running amuck.

We are, let me say again, the sincere friends of the German people, and shall desire nothing so much as the early re-establishment of intimate relations of mutual advantage between us, however hard it may be for them for the time being to believe that this is spoken from our hearts. We have borne with their present Government through all these bitter months because of that friendship exercising a patience and forbearance which would otherwise have been impossible.

We shall happily still have an opportunity to prove that friendship in our daily attitude and actions toward the millions of men and women of German birth and native sympathy who live among us and share our life, and we shall be proud to prove it toward all who are in fact loyal to their neighbors and to the Government in the hour of test. They are most of them as true and loyal Americans as if they had never known any other fealty or allegiance. They will be prompt to stand with us in rebuking and restraining the few who may be of a different mind and purpose. If there should be disloyalty, it will be dealt with with a firm hand of stern repression; but, if it lifts its head at all, it will lift it only here and there and without countenance except from a lawless and malignant few.

It is a distressing and oppressive duty, gentlemen of the Congress, which I have performed in thus addressing you. There are, it may be, many months of fiery trial and sacrifice ahead of us. It is a fearful thing to lead this great, peaceful people into war, into the most terrible and disastrous of all wars, civilisation itself seeming to be in the balance.

But the right is more precious than peace, and we shall fight for the things which we have always carried nearest our hearts—for democracy, for the right of those who submit to authority to have a voice in their own Governments, for the rights and liberties of small nations, for a universal dominion of right by such a concert of free peoples as shall bring peace and safety to all nations and make the world itself at last free.

To such a task we can dedicate our lives and our fortunes, everything that we are and everything that we have, with the pride of those who know that the day has come when America is privileged to spend her blood and her might for the principles that gave her birth and happiness and the peace which she has treasured.

God helping her, she can do no other.

NEURALGIC PAINS

Shooting pains in the head with giddiness, noises in the ears, and tenderness of the scalp, pains in the neck and shoulders or extending down the arms to the hands, these are the most common symptoms of neuralgia.

There are a number of causes of neuralgia. It is most common in families whose members have nervous dispositions, and it is very often a result of anaemia, or lack of blood.

Hot applications give temporary relief in neuralgia and should be used. They cannot cure the trouble, because the pain is the cry that the undernourished nerve is making and it will not be quieted until the nerve is fed. The only way to reach the nerves with nourishment is through the blood. That is why thin blood so frequently leads to neuralgia. When the blood becomes thin the nerves lack nourishment. Build up your blood by taking a course of Dr. Williams' pink pills, and so supply to it the elements that the nerves need; you then begin to correct the neuralgia. Dr. Williams' pink pills are sold by most dealers, also by Dr. Williams Medicine Co., 96 Szechuen Road, Shanghai, who send 1 bottle for $1.50, 6 for $8.00, post free.

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Continuation Meeting Has Picturesque Setting

Hangchow Offers Many Interesting Attractions To Delegates to Annual Gathering of Church Workers

Special Correspondence of The China Press

Hangchow, May 3.—In the intervals of the somewhat strenuous business sessions of the China Continuation Committee (9 a.m.-12.15 p.m.; 2-4 p.m., with others in the evening and the meetings of many standing committees *passim*) it may be a relief to glance at the great and ancient city of Hangchow, the population of which has been estimated at all the way from 200,000 to 600,000 persons.

Like Peking, it is not—as Chinese cities go—strictly "ancient" but only relatively so. It is full of memories of Mr. Tzu-hsu, and of the Southern Sung and the Yuan (or Mongol) Dynasties. It was the southern capital of Kublai Khan, as Cambalue (now Peking) was the northern. It is the southern terminus of the Grand Canal which was in full operation centuries before there were any canals in Europe. It abounds with picturesque pagodas dating from the Sung Dynasty, somewhat less than a thousand years ago. It is full of ancient temples to ancient heroes.

Its famous West Lake is perhaps unequalled in China as a pleasure resort and its surface is always dotted with boats of varied sizes loaded with passengers. It is a great pity that Peking has no such outlet and safety-valve. This charming little body of water is associated with memories of Su Tung-po who was both a prefect and a poet. The tomb of the courtesan who was his favorite is one of the show places of Emperor's Island, and this island contains the summer palace of the Southern Sung emperors. It is now connected with the eastern mainland by a long bank in which is a picturesque bridge and there is a similar one uniting it to the western shore. The old palace is pointed out, as well as the imperial library building, together with a modern substitute. From a hill just behind there is a fine view.

Temple Recalls Boxer Heroes

There is also a memorial temple to the three Chekiang high officials who in 1900 altered the imperial decree of the Empress Dowager ordering the slaughter of all foreigners, so as to make it read the "protection" of foreigners. This incident which had consequences of importance is much less known to foreigners of today than it should be.

A hideously clumsy statue of the man who killed Un Ming, the governor of Anhui province at the capital, Anking, calls to mind an almost forgotten episode of the days preceding the Revolution, of which it might indeed be said to be the opening gun.

There is also a temple to the Shaohsing lady (who for that time was considered very progressive) who was butchered by the prefect of that city on the pretext that she was plotting to kill him—a frenzy of fear having been thus spread to many yamens high and low.

More popular apparently than most others is the tomb of Yueh Fei, a great general who is one of the five or six required to be worshipped by military candidates in the new China. The four wretches who accused him are represented by stumpy iron statues upon which it is to spit, thus in Chinese phrase "perpetuating the hatred to ten thousand antiquities." Here, as elsewhere in China, the surface of the rounded grave mounds is covered with bits of tiles, bricks, etc., which are thrown by every traveller to insure good luck.

This West Lake region especially at this May season is visited by troops of visitors from other cities —especially Shanghai; bands of school boys come with a teacher to spend a week or so, and the week-end arrivals are incessant. About four years ago the west wall of the city was taken down, giving a good view. Broad and well paved streets are a recent and a welcome feature. The foreign settlement at the Canal terminus several miles away is well laid out. Railway trains are frequent. In short modern Hangchow is quite up to date, and is becoming more so all the time. At present there is an invasion of northern troops, of whom Central China has never been fond. In general it may be said that China can do nothing without her soldiers, and can do nothing with them.

Origin of Committee

The China Continuation Committee was the providential and indeed the inevitable outcome of the World Conference of Missions held at Edinburgh in 1910. Almost the only outgoing action of that great body was the determination —come what might, without fear and trembling—to appoint a Continuation Committee to link itself with the expanding future. All previous conferences of this sort had failed at this point, and gradually because a gentle memory without leaving any posterity. At the very first session of the strong Continuation Committee thus chosen, Dr. John R. Hott—the Chairman—was asked to make a tour of certain mission fields in the endeavor to propagate the gracious influence emanating from Edinburgh.

After visiting India, Dr. Hott came to China early in 1913 and held several sectional conferences in cities from Canton to Peking. These were followed by a National Conference at Shanghai. Many live topics were presented in novel and compelling ways.

As at Edinburgh with same diffidence the plan of a (China) Continuation Committee was broached, and it was adopted with alacrity, albeit "some doubted"—as has been the case in every advance of the Church from its inception.

Aside from the hasty meeting for organisation at the close of the National Conference, the first regular gathering was held in 1914. The need for some unifying body was soon perceived to be not merely pressing, but imperative.

With no desire for any legislative or mandatory powers, the Conference has been impelled to consider diligently and thoroughly a wide range of vital topics, relating to the welfare of China and of the Chinese people. It immediately became a clearing house for the nation-wide exchange of views, and for the initiation of new plans. Large Committees most carefully chosen from all parts of China, and from as many different ecclesiastical bodies as practicable, have given freely of their time and their strength for this purpose.

Meetings Last Six Days

Each year some fifty (out of a possible sixty-five) more or less members have gathered in annual conference for six days together to consider and to re-consider these subjects and to make recommendations. To this end other pressing work has been laid aside, abridged or condensed. At every session the total of travel has amounted to thousands and thousands of miles. Distant Szechuen has been represented, if not always by delegates making special journeys for the occasion yet by others who were happily available. Far away Canton, Manchuria, and Shansi have furnished their quota. The Chinese members constitute one-third of the whole, and with the growth of the Chinese Church the proportion may increase. Several lady members have made invaluable contributions of thought and of experience.

At the recent Conference the 35 foreign members present were found to have spent 922 years of work in China, the most recent among them (coming from another and a remote mission field) have been here eleven years, and the earliest forty-nine years, the average of service being 26 years. This means that with a wide area of territory as a base, with a Committee materially changing every year, with large Sub-Committees, re-inforced by numerous "corresponding members" from outside the membership of the China Continuation Committee, many hundred individuals have contributed to the consideration of the subjects treated.

The Advisory Board of the China Christian Educational Association, and the China Medical Missionary Association, have their efficient secretaries on the Executive committee of the China Continuation Committee. By these means for the first time in more than a hundred years of Protestant Mission Work in China the various branches of work are efficiently correlated. Such in a mere sketch is the outline and the ground plan of this expanding organisation. Those who wish for fuller details may find them in the June number of the Chinese Recorder which is an annual presentation of the yearly meeting.

It remains to speak of a few outstanding features of the Hangchow Convention.

All early efforts in mission work in China—presumptively in other fields were hampered by lack of knowledge of the field itself, of the people, and of the best ways of cultivating the former and reaching the latter.

China Survey Needed

Notwithstanding the very great increase in our acquaintance with China and the Chinese, there remain wide ranges of territory of which we have no scientific co-ordinated knowledge. Within recent years there has been an increasing and an insistent demand for a scientific China-made survey showing existing conditions in all those bearings which are essentially related to mission work. Within the past few years the presence of an expert statistical secretary has been increasingly in evidence, the resultant maps, charts and tables fully justifying the great labor expended upon their preparation. Mission societies at the home base are dependent upon the information thus gained, and are increasingly more than willing to act upon it. This session of the C. C. C. has taken decisive steps to enlarge the scope and to add to the value of surveys, the results of which must be increasingly felt in future years.

The questions relating to intermission comity were dealt with in a comprehensive report covering all phrases of this complicated theme. The Committee was so confident that the principles reached afford a safe and a sound basis for future action, that a new sub-committee was not elected. The statement of principles is commended to all interested in this theory theme.

Live and burning questions connected with the Chinese Church are dealt with in the extended report on that subject. A new appraisement of existing conditions in China is felt to be necessary—especially as regards ancestor worship and polygamy. The great nation wide evangelistic movement of the past few years, and especially of the past few months, owes its existence to the fostering care of the C. C. C., and especially within the past year to the work of the evangelistic secretary, Dr. A. L. Warnshuis. The augmentation of spiritual energy in hundreds of churches, and in many thousands of individual lives has been signed. It is felt that the Forward Evangelistic Movement marks a permanent forward step in the Christian Churches in China. The special week observed at the opening of the lunar year is (when practicable) to be made a fixed custom.

The conference closed with a most hearty vote of thanks to Dr. and Mrs. Main, to whom a handsomely framed piece of silk with the names in Chinese of all the delegates was presented as a slight testimonial.

The C. C. C. which has been meeting in Hangchow for the past week closed its annual meeting here yesterday. More than sixty delegates representing the leadership of the Christian movement in China have been in attendance. The personnel of the conference has been widely representative of denominations, types of work, and fields of service. Manchuria, Szechuen and Canton as well as the nearer provinces have been represented by delegates. The following fraternal delegates have also been in attendance as representatives of the Japan Continuation Committee:—Bishop Haraiwa of the Methodist Church in Japan, Galen M. Fisher, Esq., General Secretary of the Young Men's Christian Associations of Japan, President T. Harada of Doshisha University, Dr. S. H. Wainright of the Japan Christian Literature Society, and Mr. Gilbert Bowles of the Friends' Mission in Tokio.

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SHANGHAI.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Flight Express R.S.
SHANGHAI NORTH dep.	7.15	..	8.20	9.00	12.50	18.20	23.00
SOOCHOW ..... dep.	9.41	..	11.02	12.18	14.57	18.13	1.08
WUSIH ..... dep.	1 .3	..	12.21	13.48	15.52	19.41	2.20
CHANGCHOW ..... dep.	11.22	6.0	13.42	15.01	16.47	20.45	3.31
TANYANG ..... dep.	12.[illegible]	8.3	14.59	16.14	17.43	..	..
CHINKIANG ..... dep.	12.5	8.5[illegible]	15.57	17.18	18.32	..	5.06
NANKING ..... arr.	14.15	10.56	17.50	19.25	20.05	..	6.50
NANKING FERRY ..arr.	14.10	..	..	..	..	..	..
PUKOW ..... dep.	5.15	T.P.R	..	..	..	..	..
TSINANFU ..... dep	8.06	Second	..	..	..	..	..
TIENTSIN ..... arr.	16.3[illegible]	Day	..	..	..	..	..
CENTRAL ..... dep.	17.00	P.M R.	..	..	..	..	..
PEKING ..... arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R.		Night Express R.S.
PEKING ..... dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN ..... arr.	..	..	..	..	11.10		..
CENTRAL ..... dep.	..	..	..	..	5.12.00		..
TSINANFU ..... dep.	..	..	..	..	10.31	T.P.R. Second Day	..
PUKOW ..... arr.	..	..	..	..	13.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING ..... dep.	..	7.00	7.30	11.15	14.20	18.55	23.00
CHINKIANG ..... dep.	..	9.06	9.32	12.59	16.01	18.25	1.00
TANYANG ..... dep.	..	9.[illegible]7	10.[illegible]	13.40	16.38	19.19	..
CHANGCHOW. ..... dep.	6.20	11.14	12.53	14.52	17.3[illegible]	20.30	3.06
WUSIH ..... dep.	7.31	12.[illegible]	13.44	15.58	18.31	..	4.11
SOOCHOW ..... dep.	8.46	13.50	15.08	16.55	19.28	..	5.12
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.30	..	7.06

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Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS .. dep.	6.55	8.15	10.45	12.[illegible]	14.40	16.20	18.[illegible]0	19.55	22.10	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.20	17.25	19.10	21.30
KIANGWAN dep.	7.22	8.42	11.12	13.[illegible]7	15.07	16.47	18.37	20.22	22.37	KIANGWAN dep	6.26	7.46	10.16	12.26	14.11	15.41	17.36	9.21	21.41
SHANGHAI NORTH .. arr	7.30	8.50	11.[illegible]	13.[illegible]6	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS..arr.	6.[illegible]0	8.10	10.40	12.50	14.35	16.05	18.00	19.45	22.00

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North ..... dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield ..... dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Siccawei ..... dep.	....	8.10	9.25	10.35	....	14.34	....	....	....
Lunghwa Junction ..... dep.	....	8.28	9.48	11.00	....	14.52	....	....	....
Shanghai South ..... dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction ..... dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Songkiang ..... dep.	....	9.13	10.55	12.10	....	15.28	17.47	....	....
Kashai ..... dep.	....	10.03	11.58	13.33	....	16.15	18.57	....	....
Kashing ..... dep.	7.20	10.35	12.36	14.16	....	16 46	19.30	....	....
Yeh Zah ..... dep.	8.08	11.14	13.20	15.15	....	17.21	....	....	....
Chang An ..... dep.	9.00	11.49	14.04	16.10	....	17.55	....	....	....
Hangchow ..... dep.	10.38	12 53	15.26	17.47	....	18.54	....	....	....
Zah Kou ..... arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou ..... dep.	....	....	....	6.45	8.10	....	8.55	14.15	14.[illegible]
Hangchow ..... dep.	....	....	....	7.15	8.40	....	9.33	14 40	16.[illegible]
Chang An ..... dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.[illegible]
Yeh Zah ..... dep.	....	....	....	8.52	10.40	....	12.30	15.57	18.[illegible]
Kashing ..... dep.	....	....	....	7.25	9.40	11.30	....	14.07	16.38	19.[illegible]
Kashai ..... dep.	....	....	....	8.00	10.05	12.00	....	14 47	17.01	....
Songkiang ..... dep.	....	....	....	9.18	10.57	13.03	....	16.13	17.4[illegible]	....
Lunghwa Junction ..... dep.	*8.35*	*9.55*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South ..... arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction ..... dep.	....	....	....	11.44	14.07	.. .	17.22	18.[illegible]	....
Siccawei ..... dep.	....	....	....	11.58	14.17	....	17.32	18.[illegible]	....
Jessfield ..... dep.	....	....	....	12.01	14 26	....	17.42	18.51	....
Shanghai North ..... arr.	....	....	....	12.20	14.45	....	18.00	19.[illegible]	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao..	dep.	7.05	8.30	11.05	14.05	16.05	18.15	Zah Kou.....	dep.	....	9.40	12.20	....	17.15	....
Ken Shang Mun.	dep.	7.25	8.50	11.20	14.21	16.20	18.29	Hangchow.....	dep.	7.45	10.05	12.50	14.55	17.40	18.[illegible]
Hangchow.....	dep.	7.35	9.05	11.35	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.[illegible]
Zah Kou.....	arr.	....	9.25	11.55	....	17.00	....	Kon Zen Chiao..	arr.	8.13	10.35	13.18	15.23	18.05	19.[illegible]

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, May 5, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate G.$1.00 @ .86=Tls. 1.16 @ 72.3=Mex. $	1.60
Mex. Dollars. Market rate	72.1625
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1779
Sovereigns:	
Buying rate @ 3/6½=Tls.	5.64
Exch. @ 72.3=Mex. $	7.81
Peking Bar	292.5
Native Interest	.5

Latest London Quotations

Bar Silver	38 1/16 d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.16
Ex., N. Y. on London T.T.	$ 476 1/16
Consols	£ —

Exchange Closing Quotations

London	T.T.	3-6 3/4
London	Demand	3-6 11/16
India (nominal)	T.T.	262½
Paris	T.T.	484½
Paris	Demand	485
New York	T.T.	84¾
New York	Demand	84⅞
Hongkong	T.T.	67¾
Japan	T.T.	60¾
Batavia	T.T.	205

Bank's Buying Rates

London 4 m-s. Cdts.	3-8 3/16
London 4 m-s. Docy.	3-8 1/16
London 6 m-s. Cdts.	3-8 1/16
London 6 m-s. Docy.	3-8 1/16
Paris 4 m-s.	500
New York 4 m-s.	87⅞

The following are the Customs Rates of Exchange to the end of May:—

£1	= Hk. Tls.	5.03
Hk. Tls. 1	= Francs	5.40
" " 1	= Marks	4.41 (nom.)
Gold $ 1	= Hk. Tls.	1.06
Hk. Tls. 1	= Yen	1.85
" " 1	= Rupees	2.98
" " 1	= Roubles	3.29
" " 1	= Mex. $	1.50

Stock Exchange
Transactions

TODAY'S QUOTATIONS

Shanghai, May 5, 1917.

Official

S. M. C. 6% Debs. 1912 Tls. 91.00
New Eng. and S. B. Works Tls. 12.00
Chengs Tls. 3.10
Java-Consolidated Tls. 20.75
Shanghai Malay (Ord) Tls. 7.00
Ziangbes Tls. 5.85
Weeks $17.00

Sharebrokers' Association
Transactions

BUSINESS DONE

Shanghai, May 5, 1917.

Direct

Ziangbes Tls. 5.85 cash
Kalpings Tls. 9.00 cash
Bukits Tls. 4.25 cash

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for May 3 was 83 tons."

Tebong Rubber Estates, Ltd

At a meeting of the Board of Directors of The Tebong Rubber and Tapioca Estate, Limited, held yesterday, it was decided to recommend to the Shareholders, at the forthcoming Annual Meeting the payment of a Final Dividend of Taels 1.50 per share, thus making Taels 3.00 per share for the year.

The result of the year's working may be summarised as follows:—

	Tls.	Tls.
The Balance of Profit and Loss Account, including the sum brought into the Accounts from the previous year is		309,000.97
From this must be deducted:—		
3 Interim Dividends of Tls. 0.50 each	109,900.50	
Bonus to Manager as per Agreement	2,916.52	112,817.02
Leaving to be appropriated the sum of		196,183.95
Which the Directors will recommend shall be dealt with as follows:		Tls.
To pay a final dividend of Tls. 1.50 per share		109,900.50
To write off for depreciation on Buildings, Machinery, etc.		30,869.67
To place to Development Reserve Account		25,410.46
To donate to the Allied Red Cross Funds		6,851.99
To carry forward to New Account		23,151.33
		196,183.95

BAR SILVER

Reuter's Service

London, May 3.—Today's silver prices were as follows:—

Bar Silver Spot: 38⅛d. Firm.
Previous Quotation, London, May 2:
Bar Silver Spot: 37⅞d. Steady.

BANK OF ENGLAND

London, May 3.—According to the Bank of England returns, the proportion of reserve to liabilities is 20 per cent.

Bank of England rate of Discount 5 per cent.

The China Mutual Life Insurance Company, Ltd.

Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

"BICKERTON'S"
PRIVATE HOTEL

Established 20 years.

103 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

RAVEN TRUST CO., LTD.
Incorporated 1914

Capital	U.S. $1,000,000
Paid-up	U.S. $ 235,000

The Raven Trust Company, Ltd., is a Company organised in Shanghai and incorporated under the laws of the state of Delaware, U. S. A., for the transaction of business in any part of the world.

The Authorised Capital is G.$1,000,000 divided into 35,000 Common Shares of a par value of G.$10 each and 65,000 7% Cumulative Preference Shares of a par value of G.10 each.

The Company is now actively engaged in the following lines of business in Shanghai: Financing, dealing in real estate, insurance stocks, bonds and debentures; our

FINANCIAL DEPARTMENT
Negotiates loans.

INSURANCE DEPARTMENT
Arranges fire insurance
Arranges Motor Car insurance.
Arranges Burglary insurance.

REAL ESTATE DEPARTMENT
Arranges loans on real estate.
Advises as to investments in real estate.
Collects rents.
Gives personal attention to supervision of property.

TRUST DEPARTMENT
Writes wills.
Administers estates.
Acts as guardians for children
Executes every trust with fidelity.

STOCKS AND BOND DEPARTMENT
Advises regarding purchase of stocks and bonds.
Purchases stocks and bonds for clients.
Sells stocks and bonds for clients.
Collects dividends on shares for clients.

We solicite your patronage.

F. J. Raven.
General Manager.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital .... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital		$15,000,000
Reserve Funds:—		
Sterling, £1,500,000 @ 2s.	$15,000,000	
Silver	18,500,000	
	$33,500,000	
Reserve liability of Proprietors		$15,000,000

Head Office: HONGKONG

Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Darr, Esq.
W. L. Pattenden, Esq.
Hon. Mr. E. Shellim.

Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: Petrograd.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
Chefoo	Newchwang	Vladivostock
Dalny	Nicolayowsk	Yokohama
	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserves	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.0

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$50,000,000
Paid-up Capital	$10,000,000

Head Office: Peking.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 Hankow Road.

Loans granted on approved securities. Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by

THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.

Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited
(*Established* 1880.)

Head Office: Yokohama, Japan.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	"	30,000,000
Reserve Fund	"	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager

International Banking Corporation

Capital (paid-up)	U.S.$3,250,000.00
Surplus and Undivided Profits	4,260,022.81
	U.S.$7,510,022.81

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E.C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de Macoris
Colon	Medellin (Cristobal C.Z.)	Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution in Cuba and South America, viz.:—

Buenos Aires	Rio de Janeiro
Bahia	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij
(Netherlands Trading Society.)

Established 1824.

Paid-up Capital—
Guilds 60,000,000 (about £5,000,000
Reserve Fund—
Guilds 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

Head Office, 15 Gracechurch Street London, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
		Singapore.

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road.
9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kuping Taels 10,000,000

Head Office: Peking.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1 Kiukiang Road

Capital (Paid-up)	Yen	15,000,000
Reserves	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto Osaka, Kobe, Hyogo, Onomichi Kure, Nihama, Hiroshima, Yanai, Shimonoseki, Moji Wakamatsu Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中華銀行
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Peking	Tientsin
Shanghai	Hankow
Nanking	Pengpu
Hsuchow	Chinkiang
Yangchow	Hangchow
Ningpo	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

BUSINESS AND OFFICIAL NOTICES

NEW NINGPO HOTEL

Facing the Bund, and within a minute of the steamers.

Large, airy, comfortable rooms, newly decorated and furnished.

First-class cuisine
Moderate rates

Houseboats provided, including meals and servants, at specially cheap rates, for trips to the Lakes, etc.

K. NAKAMURA,
Manager

13695

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13700

W. ASSOMULL & CO., Indian Store

No. 4, Broadway,
(Opposite Astor House)

Dealers in:

Indian, Chinese and Japanese Silks, Fancy Articles, Carpets, Rugs, Indian Muslin, Damascene, Brass Ware, Etc, Inspection cordially solicited.

A large assortment of Chefoo Laces.

Tel. No. 2611.

13212

NOTICE

BY mutual consent, the interest and responsibility of Mr. Andrew Augustus Brady in our firm ceased on the 30th April, 1917.

NOEL, MURRAY & CO., LTD.

Referring to the above, I have this day established myself as a Stock and Share Broker.

A. A. BRADY.
c/o Shanghai Stock Exchange
Telephone No. 450.

Shanghai, 1st May, 1917. 13664

IF YOU WISH to have good results in Developing and Printing your Films, send to **THE ASIA PHOTO SUPPLY CO.** 135-A, Szechuen Road. 'Phone No. 1647.

13332.

Chew! Chew! Chew

YOU are recommended to commence chewing tobacco right from now if you have not already done so before. Because tobacco-chewing not only imparts warmth to the body during the cold weather and removes foul breath from the mouth, but it also assists the business man in more ways than one to better advantage. We have just unpacked a small supply of American Chewing Plugs of various qualities, some of which cannot be procured elsewhere. Remember that our stock of above is very small, so call early to ensure a supply.

TABAQUERIA FILIPINA, 34 Nanking Road, Shanghai.

12848

WHITE LEGHORN EGGS FOR SETTING.

From selected pens, true to standard, yellow legs, tip-top winter layers.

Eggs $2.75 setting. Thousands of birds for sale. Anyone interested in poultry is invited to inspect our farm.

Kiangnan Poultry Farm
Chun Hsin Road [back of the S. N. Railway Station]

TSINGTAU, NORTH CHINA

The Finest Summer Resort in the Far East.

Grand Strand Hotel
(Formerly Strand Hotel)
Grand Hotel, Grand Hotel Annexe

Beautiful Sandy Beach, Splendid Sea Bathing, Golf, Tennis, Motoring, Deep Sea Fishing.

Excursions to Battle Fields, Good Roads, Lovely Scenery. Race Course and Golf Links adjoin Hotel [Hotel guests have the privilege of the Golf Links]. A Good British Doctor is in attendance at the Hotels.

Unexcelled Cuisine, Highest Comforts, Moderate Charges.

For all information please apply to T. HERLIHY, Manager.

The Shanghai Kiebang Rubber Estates, Limited

NOTICE is hereby given that the SECOND ORDINARY GENERAL MEETING of Shareholders of this Company will be held at the Head Office, No. 38 Canton Road, Shanghai, on Tuesday, the 15th of May, 1917, at 4.30 p.m., for the purpose of receiving the Report of the Directors and Statements of Accounts for the year ended 31st of December, 1916, and transacting other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 10th of May to the 15th of May, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers.

Shanghai, 3rd of May, 1917. 13722

The Cathay Trust, Limited

(In Voluntary Liquidation)

Notice to Preference Shareholders

HOLDERS of PREFERENCE SHARES are hereby required to deposit such shares forthwith at the offices of the liquidators, No. 10 Canton Road, Shanghai, Certificates for shares so deposited will be issued by the liquidators and must be retained by the holders until exchanged for warrants on the Company's Bankers on a date to be advertised later.

Return of Capital can only be made against production of the liquidators' certificates referred to above.

F. N. MATTHEWS,
J. C. DYER,
Liquidators.

13673 T. F.

Shanghai Foreign Exchange Bankers' Association

THE Exchange Banks which are members of the above Association will open at 9 a.m. and close at 11 a.m. on Monday, Tuesday and Wednesday, the 7th, 8th and 9th May, on account of the Spring Race Meeting.

13709

FOR RENT

Storage Space in Our Godown
Between Nanking Road
and
Kiukiang Road

CONCRETE BUILDING
Fire Proof,
Rain Proof,
Burglar Proof.

APPLY

China Storage Co.
Care of
Wells Fargo & Co.
8 Kiukiang Road

13593

LYCEUM THEATRE

Return Visit and Farewell Performance of

The Bandman Opera Co.

Saturday, May 12, 1917

SPECIAL VAUDEVILLE PROGRAMME

Booking opens at
Moutrie & Co., Ltd.
On Monday, 7th, 1917

The Tientsin-Pukow Railway Administration

NOTIFICATION No. 259

Commutation Tickets (117/3)

THE public is hereby notified that Commutation Tickets will be on sale on this line from 1st May next.

Commutation Tickets are in first, second and third classes and are in book form containing either ten or twenty single trip tickets.

The period of availability of Commutation Tickets is fifty (50) days for ten single trip ticket books and one hundred (100) days for twenty single trip ticket books.

Price of Commutation Tickets is: for ten single trip ticket books, 95% of ten single trip ordinary fares:

for twenty single trip ticket books, 90% of twenty single trip ordinary fares.

For detailed regulations, etc., please apply to the Traffic Manager, Tientsin, or to the Station Master of any station on the line.

By Order,
THE TRAFFIC MANAGER.

Tientsin, 30th April, 1917. 13724

The Tientsin-Pukow Railway Administration

NOTIFICATION No. 258 (034/5)

BY order of the Ministry of Communications I have been appointed Managing Director of the Tientsin-Pukow Railway Administration and have taken over the management from Mr. Wong Chia-chien on April 26th, 1917.

(sgd.) S. C. SHU,
Managing Director.

Tientsin, 27th April, 1917. 13723

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese, and *vice versa*. Our translator is an expert with great experience. Translation is guaranteed, Speediness with satisfaction a speciality, Terms, from $5.00 per 1,000 words Catalogue Free. For particulars address:

CHUNG HWA TRANSLATION CO.
21 Foochow Road, Shanghai.
Telephone 3925.

International Savings Society

HEAD OFFICE:
5 Avenue Edouard VII

WHERE and HOW can one invest money?

We offer you an opportunity to place money with absolute safety and a possibility of large return.

For particulars apply to the General Managers;

J. BEUDIN
and
M. SPEELMAN

Telephone 3929

Representative will call on request.

Russian 5% Internal Liberty Loan, 1917.

Subscription to the LIBERTY LOAN is opened in Russia up to the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax and other taxations.

The Loan is issued for 55 years, and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 16/29 of March, 1927.

Coupons are payable in Russia half-yearly, on the 16/29 of March and 16/29 of September.

Interest on the loan runs from the 16/29 of March, 1917: interest from that date will be added to the price of issue.

The Russo-Asiatic Bank, and its Branches in China, Japan and India, are ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

L. JEZIERSKI,
Manager.

13616

Chefoo, North China

ASTOR HOUSE HOTEL

(Hotel Francais),

The leading hotel in Chefoo. Delightfully situated, facing the sea.

Comfortable single and double bedrooms, with bathrooms attached.

First class cuisine, under foreign supervision. Selected cellar.

Large dining room and verandah, facing the sea. Electric light. Cinema.

E. BERRUCHON,
Manager

13714

M. CHING CHONG

Proprietor, Yeh Mei-ching
Hardware and Metal Merchants
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Our entire stock is from well-known manufacturers, and our prices are moderate

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Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE
PROMPT ATTENTION GIVEN TO ALL ORDERS

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All kinds of Chinese and Japanese coal sold by us also.

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SHANGHAI.

London Rubber Market

Reuter's Service

London, April 30 (delayed).—To-day's rubber prices were:—
Spot: 3s. 1d. Paid.
July to December: 3s. 0d. Paid.
Tendency of Market: Firm.
Previous quotation, London, May 1:
Spot: 3s. 0¾d. Paid.
July to December: 2s. 11¾d. Paid.
Tendency of Market: Steady.

London, May 3.—Today's rubber prices were:—
Plantation First Latex Crepe:
Spot: 3s. paid.
July to December: 2s. 11d. paid.
Tendency of Market: Dull.
Previous Quotation, London, May 2:
Spot: 3s. 0¼d. paid.
July to December: 2s. 11¾d. paid.
Tendency of Market: Quieter.

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Manufacturers and exporters of RATTAN AND WICKERWORK of all descriptions.

Special designs made up at short notice.

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For Sale or to Let From 1st May

No 50 Route Doumer—modern residence, furnished or unfurnished, standing well back from the road, containing: Hall, Billiard-room, three entertaining rooms, seven bedrooms, five bathrooms and Boxroom. Garage, stabling for four horses; well developed grounds, tennis lawn (four courts), croquet lawn and rosary. Altogether about 20 mows of land.

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Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Soeurs
French Concession.
Shanghai, March 5, 1917.

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Spacious and Luxurious Dining and Reception Rooms.

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AMUSEMENTS

APOLLO THEATRE

Programme for May 6th.

Tonight **Tonight**

"JACK O' DIAMONDS"

Stellar Photoplay portraying powerful story of intense interest.

IN SIX PARTS

Pathe's British and American Gazettes
Depicting all the principal events.

"Luke Joins The Navy"
Lonesome Luke comedy.

"Colonel Heeza Liar, War Correspondent"
Comic Cartoon by Bray.

MATINEE, Sunday, The 5th and 6th Series of
"Who's Guilty"
FOUR PARTS.

Tonight! Tonight!

AT THE

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Gabrielle D'Annunzio's Wonderful Spectacle

"CABIRIA"

The World's Greatest Production

3,000,000 Francs

Were Expended by the Itala Film Co. on this magnificent masterpiece and there are scenes in which

40,000 People Appear

Special Music Rendered by the Municipal Band

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Every evening at 9.15 p.m.

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Wednesdays, Saturdays and Sundays
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Booking at
ROBINSON PIANO CO.

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No. 3 Woochang Road (Near Chapoo Road)

Programme for May 6th

"THE TWO PEARLS"
A gripping detective film-story, IN THREE PARTS.

"THE TEMPLE GROUNDS AT NARA"
Very interesting scenic picture.

"SHE'S A PIPPIN"
Starlight Comedy.

"CRAZY TO BE MARRIED"
Very funny comedy.

TWO SHOWS
EVERY NIGHT: 7.15 and 9.15 p.m.
MATINEES, on Sundays at 2.30 p.m.

Commencing Monday, May 7th,
"THE IRON CLAW"
The 5th and 6th Episodes, entitled:
"THE INTERVENTION OF TITO"
AND
"THE SPOTTED WARNING"
FOUR REELS.

VICTORIA THEATRE

TONIGHT

NEW CHANGE OF PROGRAMME

SHOWING

The 5th & 6th Episodes

OF

"PEG O' THE RING"

AND

NEW COMEDIES

MATINEE

ON

Sunday

SHOWING

"PEG O' THE RING"

Silk Market Report

Messrs. Wm. Little and Co., report as follows in their weekly market report:—

Our last report was dated 27th ult.

White Silk.—The market has ruled very quiet, there being little silk available. Home market evince no interest at prices at present asked by Silk men for New Silk.

Tsatlee Filatures.—Kung Kee Mars. 1, Tls. 660/2½.

Yellow Silk.—The last English mail took 400 bales to Bombay, including Mienchews, Tls. 380,385. Kopuns, Tls. 345, 325. Mienyangs, S.C.I. Tls. 470. Chappa, Tls. 417½. Skeins, Motsan Gold Double Cock, 1, 2, 3, Tls. 440, 425, 410.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 6	8.30*	Seattle, Victoria etc.	Awa maru	Jap.	N.Y.K.
.. 14	5.00*	Seattle, Victoria etc.	Yokohama maru	Jap.	N.Y.K.
.. 15		San Francisco	Siberia maru	Jap.	A.T.Co.
.. 16	A.M.	Tacoma & Seattle Wash	Panama maru	Jap.	O.S.K.
.. 18	..	New York via Panama	Tatsuno maru	Jap.	N.Y.K.
.. 26	..	San Francisco	Tenyo maru	Jap.	A.T.Co.
.. 28	..	Tacoma & Seattle Wash	Manila maru	Jap.	O.S.K.

FOR JAPAN PORTS

May 6	8.30*	Moji, Kobe and Yokohama	Awa maru	Jap.	N.Y.K.
.. 8	11.30*	Nagasaki, Moji & Kobe	Omi maru	Jap.	N.Y.K.
.. 10	noon	Kobe and Osaka via Moji	Kasuga maru	Jap.	N.Y.K.
.. 11	3.00	Nagasaki	Simbirsk	Rus.	R.V.F.
.. 12		Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N.Y.K.
.. 14	5.00*	Moji, Kobe & Yokohama	Yokohama maru	Jap.	N.Y.K.
.. 15	..	Nagasaki, Kobe & Yokohama	Siberia maru	Jap.	A.T.Co.
.. 15	..	Nagasaki, Moji and Kobe	Hakuai maru	Jap.	N.Y.K.
.. 19	..	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N.Y.K.
.. 21	..	Kobe and Yokohama	Kamo maru	Jap.	N.Y.K.
.. 26	..	Nagasaki, Kobe & Yokohama	Tenyo maru	Jap.	A.T.Co.

FOR EUROPE, INDIA, STRAITS, ETC.

May 7	9.00*	London etc.	Fushimi maru	Jap.	N.Y.K.
.. 18		London etc.	Kaga maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

May 6	5.00	Hongkong	Tenyo maru	Jap.	A.T.Co.
.. 6	D.L.	Hongkong & Canton	Anhui	Br.	B. & S.
.. 6	A.M.	Swatow direct	Hsinchi	Chi.	C.M.S.N.Co.
.. 6	A.M.	Amoy & Swatow	Taishun	Chi.	C.M.S.N.Co
.. 7	4.00	Ningpo	Hsin Peking	Br.	B. & S.
.. 7	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
.. 8	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
.. 8	A.M.	Takao via Fuchow & Keelung	Keelung maru	Jap.	O.S.K.
.. 8	D.L.	Hongkong & Canton	Sunning	Br.	B. & S.
.. 9	D.L.	Swatow, H'kong and Canton	Wingsang	Br.	J.M. & Co.
.. 10	D.L.	Amoy, Hongkong & Canton	Shantung	Br.	B. & S.
.. 13	D.L.	Hongkong and Canton	Yingchow	Br.	B. & S.
.. 15	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
.. 24	..	Hongkong	Chicago maru	Jap.	O.S.K.
.. 25	noon	Hongkong	Kamakura maru	Jap.	N.Y.K.

FOR NORTHERN PORTS

May 6	..	Chinwangtao	Kiangping	Chi.	K.M.A.
.. 6	A.M.	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N.Co.
.. 7	D.L.	Weihaiwei, Chefoo & T'tsin	Ksang	Br.	J.M. & Co.
.. 7	10.00*	Weihaiwei, Chefoo & T'tsin	Shuntien	Br.	B. & S.
.. 8	noon	Dalny	Shinaki maru	Jap.	S.M.R.
..	..	Newchwang	Hunan	Br.	B. & S.
.. 9	D.L.	Antung	Wenchow	Br.	B. & S.
.. 9	9.00*	Tsingtao	Sanyo maru	Jap.	S.M.R.
.. 9	3.00	Weihaiwei, Chefoo & T'tsin	Tungchow	Br.	B. & S.
.. 10	D.L.	Newchwang	Singan	Br.	B. & S.
.. 11	A.M.	Tientsin & Dalny	Kohoku maru	Jap.	O.S.K.
.. 11	3.00	Vladivostock	Simbirsk	Rus.	R.V.F.

FOR RIVER PORTS

May 6	M.N.	Hankow etc	Kiangyung	Chi	C.M.S.N.Co
.. 7	M.N.	do	Luenno	Br.	J.M. & Co.
.. 7	M.N.	do	Kiangyu	Chi.	C.M.S.N.Co.
.. 7	M.N.	do	Talee maru	Jap.	N.K.K.
.. 8	M.N.	do	Luenyi	Br.	B. & S.
.. 8	M.N.	do	Suiwo	Br.	J.M. & Co.
.. 8	M.N.	do	Fengyang maru	Jap.	N.K.K.
.. 9	M.N.	do	Tachi maru	Jap.	N.K.K.
.. 9	M.N.	do	Kiangkwan	Chi.	C.M.S.N.Co.
.. 9	M.N.	do	Ngankin	Br.	B. & S.
.. 10	M.N.	do	Yobyang maru	Jap.	N.K.K.
.. 10	M.N.	do	Kutwo	Br.	J.M. & Co.
.. 10	M.N.	do	Kianghsin	Chi.	C.M.S.N.Co.
.. 11	M.N.	do	Tacheng maru	Jap.	N.K.K.
.. 11	M.N.	do	Tatung	Br.	B. & S.
.. 12	M.N.	do	Wuchang	Br.	B. & S.
.. 14	M.N.	do	Chungking	Br.	B. & S.
.. 16	M.N.	do	Tungting	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
May 5	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.	KLYW
.. 5	San Francisco	Venezuela	14000	Am.	P.M.S.S.Co	CMW
.. 5	Tientsin	Shuntien	1082	Br.	B. & S.	CNW
.. 5	Swatow	Hsinchi	1385	Chi.	C.M.S.N.Co.	KLYW
.. 5	Tientsin	Ksang	1127	Br.	J.M. & Co.	SHW
.. 5	Hankow	Luenho	1620	Br.	J.M. & Co.	SHW
.. 5	Hankow	Tafoo maru	1756	Jap.	N.K.K.	LPDW
.. 5	Hankow	Kiangyu	1490	Chi.	C.M.S.N.Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
May 5	Hankow etc	Nanyang maru	968	Jap.	N.K.K.
.. 5	Japan	Yamashiro maru	2236	Jap.	N.Y.K.
.. 5	Hankow etc.	Ningshao	1920	Chi.	N.S.Co.
.. 5	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Co.'s str. Talee Maru, Capt. T. Honjo, will be despatched from Pootung N.K.K. wharf on Monday, May 7, at about 12 o'clock midnight. The last steam launch will leave Canon Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Luenho, 2,868 tons, Captain Jackson, will leave on Monday, May 7, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The str. Kiangyu, Capt. F. Carlson, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Suiwo, 2,671 tons, Capt. Sayle, will leave on Tuesday, May 8, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s str. Luenyi, Capt. Frazier, will leave from the French Bund on Tuesday, May 8, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Co.'s str. Fengyang Maru, Capt. S. Takano, will be despatched from N.Y.K. wharf on Tuesday, May 8, at about 12 o'clock midnight. For Freight and Passage, apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s str. Ngankin, Capt. Newcomb, will leave from the French Bund on Wednesday, May 9, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s str. Tatung, Capt. Williams, will leave from the French Bund on Friday, May 11, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW DIRECT.—The str. Hsinchi, Capt. E. Hansen, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG.—The s.s. Tenyo Maru, 22,000 tons, Capt. H. S. Smith, will leave on Sunday, May 6. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For passage apply to Toyo Kisen Kaisha.

HONGKONG and CANTON.—The China Navigation Co.'s str. Anhui, Captain Eedy, will leave from the French Bund direct for the above ports on Sunday, May 6, at 10.00 a.m. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, the 7th May, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tls. No. 401.

AMOY and SWAOW.—The str. Taishun, Capt. C. Westerlund, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s str. Sunning, Capt. W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, May 8, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s Yangtszepoo wharf on Tuesday, May 8, at a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at —— on the ——. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s str. Shantung, Captain Meathrel, will leave from the French Bund direct for the above ports on Thursday, May 10, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s str. Yingchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, May 13, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

CHINWANGTAO DIRECT.—The Kailan Mining Administration chartered s.s. Kiangping May 6. For Freight or Passage, apply to Agent, 1 Jinkee Road Tel. No. 319.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Shuntien, Capt. Northcombe, will leave from the French Bund on Monday, May 7, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO and NEWCHWANG.—The str. Toonan, Capt. C. Taylor, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

NEWCHWANG.—The China Navigation Co.'s str. Hunan, Capt. French, will leave on Tuesday, May 8, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

ANTUNG.—The China Navigation Co.'s str. Wenchow, Captain A. McDowell, will leave on Wednesday, May 9, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Tungchow, Capt. Bennett, will leave from the French Bund on Wednesday, May 9, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s str. Singan, Capt. G. D. S. Mills, will leave on Thursday, May 10, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

TIENTSIN and DAIREN.—The str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Yangtszepoo wharf on Friday, May 11, at a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at —— on the ——. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234.

For Foreign Ports

TACOMA and SEATTLE, calling at VICTORIA B.C. via NAGASAKI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Panama Maru, Capt. H. Yamamoto, will be despatched from on Wednesday, May 16, at a.m. Through Bills of Lading are granted for American Ports and overland points connecting with the chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at —— on the ——. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234.

C. N. C.

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FAST SCHEDULE SERVICES.

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*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—s.s. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car-Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

			arr.	leave.
"PANAMA MARU"	(12,000 tons)	Capt. H. Yamamoto	May 15,	16
"MANILA MARU"	(18,000 tons)	Capt. N. Kobayashi	May 27,	28

(For Hongkong)

			arr.	leave.
"CHICAGO MARU"	(12,000 tons)	Capt. I. Saito	May 23,	24

CHINA COASTING LINE

			For Tientsin and Dairen	arr.	leave.
"KOHOKU MARU"	(2,610 tons)	Capt. K. Saito	....	May 9,	11
——— MARU"	(tons)	Capt. ———	....	— —	—
			For Foochow, Keelung and Takao.	arr.	leave.
"KEELUNG MARU"	(1,669 tons)	Capt. T. Kamiashi	..	May 6	8

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA, Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tel. Nos. 4047, 4234.

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G. M. JACKSON, General Agent, Passenger Dept.
L. E. N. RYAN, Agent.

Corner of Peking and Yuen Ming Yuen Roads,
Tel. 181 and 182 Shanghai.

T. K. K.

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" "SIBERIA MARU"	18,000 Tons.	May 15	1917	
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" "NIPPON MARU"	11,000 "	June 14	"	
" "SHINYO MARU"	22,000 "	" 22	"	
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	Tons		
FUSHIMI MARU	21,000	——	May 7
KAGA MARU	12,500	——	May 16
KATORI MARU	19,000	——	June 3

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

AWA MARU	12,500	Capt. K. Hayashi,	May 6, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada,	May 14, 1917
KAMAKURA MARU	12,500	Capt. T. Shirai,	June 13, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. K. Suzuki	May 5
OMI MARU	7,000	Capt. M. Machida,	May 8
CHIKUGO MARU	5,500	Capt. Y. Yui,	May 12
HAKUAI MARU	5,000	Capt. K. Takano,	May 15
YAWATA MARU	7,000	Capt. K. Yasuhara,	May 19

KOBE TO SEATTLE.

TAMBA MARU	12,500	Capt. K. Akamatsu	June 1

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU	7,000	Capt. S. Saito,	May 10, 1917
KUMANO MARU	9,500	Capt. K. Yagiu,	May 17

FOR JAPAN.

AWA MARU	12,500	Capt. K. Hayashi,	May 6
KAMO MARU	16,000	Capt. K. Inatsu	May 20

FOR HONGKONG.

KAMAKURA MARU	12,500	——	May 25, 1917

NEW YORK VIA PANAMA.

TATSUNO MARU	15,000	——	May 18

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
AKI MARU	12,500	——	May 15, 1917
TANGO MARU	14,000	——	June 19, 1917
NIKKO MARU	10,000	——	July 17, 1917

CALCUTTA LINE.

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CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0000 — Midnight, 1330 — 1330 p.m.

September 1st, 1916, and until further notice

Mail 101	Mail 3.	Luxe 1.	Miles	Peking-Mukden Line	Luxe 2.	Mail 4.	Mail 102.
B. s.	B. s.	B. S.			B. S.	B.	B. s.
2035	935	2000	0	dep. Peking arr.	2220‖	1930	1080
2245	1139	0205	. .	arr. Tientsin-Central dep.	1955‖	1700	758
2250	1157	0240	84	dep. Tientsin-Central arr.	1950‖	1658	753
000	1158	0240	. .	arr. Tientsin-East dep.	1950‖	1645	708
1000	530	2340	524	arr. Mukden dep.	2000‖	. .	1040

Local 6.	Mail 3.			Tientsin-Pukow Line		Mail 4.	Local 6.
	B. s.					B. s.	
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1930
735	1140	—	2.71	arr. Tientsin-Central dep.	—	1648	1941
745	1200	—		dep. Tientsin-Central arr.	—	1631	1911
1138	1500	—	78	dep. Yangchow dep.	—	1338	1500
1457	1744	—	148	dep. Techow dep.	—	1048	1138
1601	2021	—	—	arr. Taianfu dep.	—	804	845
7.	‡	—	720	‡	—	‡	6.
600	2021	—	—	dep. Taianfu arr.	—	734	1813
1000	2231	—	768	dep. Taianfu dep.	—	601	1542
1200	028	—		arr. Yenchowfu dep.	—	349	1311
1218	048	—	318	dep. Yenchowfu arr.	—	330	1256
1548	318	—	377	dep. Liucheng dep.	—	130	1032
1818	400	—	—	arr. Hsuchowfu dep.	—	2338	810
9.	‡	—	420	‡	—	‡	10.
600	457	—	—	dep. Hsuchowfu arr.	—	2328	2007
1158	838	—		arr. Pengpu dep.	—	1908	1442
1248	840	—	522	dep. Pengpu arr.	—	1848	1432
1627	1138	—	600	dep. Chuchow dep.	—	1648	928
1848	1300	—	631	arr. Pukow dep.	—	1530	732

Express 16.	Express 10.			Shanghai-Nanking Line		Express 1.	Express 15.
B. S.	B.					B.	B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2200	1430	. .	. .	dep. Nanking arr.	. .	1415	630
700	2130	. .	198	arr. Shanghai-North dep.	. .	705	2300

Yenchowfu-Tsinanghow Branch Line				Liucheng-Taochuang Branch Line					
900	1300	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Liucheng a.	810	1410	2100
1000	1400	2230	a. Tsinanghow d.	525	1130	1850	625	1210	1900	a. Taochuang d.	705	1305	1950

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

900 — train runs on Thursday only. 230 — train runs on Fridays only.

‖ 1300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

6 — train has sleep. accomm. 1st & 2nd class. 8 — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER

Tientsin, September, 1916.

BEJAMINN AND POTTS SHARE LIST

Yesterday's Prices

STOCK Banks	Quotations Closing
Banks	
C. K. and S. B.	$680.
Chartered	£59 10s.
Russo-Asiatic	R. 250
Yathay, ordy	Tls. 5¾ B.
Yathay, pref	Tls. 5.15.
Marine Insurances	
Canton	Tls. 375.
North China	Tls.140¾x.d.
Union of Canton	$860 x.d.
Yangtsze	$220.
Fire Insurances	
China Fire	$146 x.d. B.
Hongkong Fire	Tls. 325 B.
Shipping	
Indo-China Pref	Tls. 122.
Indo-China Def	
"Shell"	107/-
Shanghai Tug (o)	Tls. 16.
Shanghai Tug (f)	Tls. 46½.
Kochieh	Tls. 35
Mining	
Kaiping	Tls. 9 B.
Oriental Cons	27/6.
Philippine	Tls. 0.80.
Raub	$2.40 B.
Docks	
Hongkong Dock	$123 B.
Shanghai Dock	Tls. 90.
New Eng. Works	Tls. 12 B.
Wharves	
Shanghai Wharf	Tls. 72½ B.
Hongkong Wharf	Tls. 80 B.
Land and Hotels	
Anglo-French Land	Tls. 84½.
China Land	Tls. 50.
Shanghai Land	Tls. 81½.
Weihaiwei Land	Tls. 3.
Shanghai Hotels Ltd.	$5 B.
China Realty (ord)	Tls. 50.
China Realty (pref.)	Tls. 58.
Cotton Mills	
E-wo	Tls. 150 B.
E-wo Pref	Tls. 100.
International	Tls. 82½ B.
International Pref	Tls. 68
Laou-kung-mow	Tls. 70.
Oriental	Tls. 35 B.
Shanghai Cotton	Tls. 121½ B.
Kung Yik	Tls. 14.65.
Yangtszepoo	Tls. 5.80 B.
Yangtszepoo Pref	Tls. 101
Industrials	
Butler Tile	Tls. 23
China Sugar	$114 S.
Green Island	Tls. 8.10 B.
Langkats	Tls. 17¼ Sa.
Major Bros	Tls. 8.
Shanghai Sumatra	Tls. 137 B.
Stores	
Hall and Holts	$15½ B.
Llewellyn	$60.
Lane, Crawford	$100 B.
Moutrie	$35.
Watson	$6¼ B.
Weeks	$17½ S.
Rubbers (Local)	
Alma	Tls. 11¼ B.
Amherst	Tls. 1.05 S.
Anglo-Java	Tls. 10.30 B.
Anglo-Dutch	Tls. 5.10 B.
Ayer Tawah	Tls. 37 B.
Batu Anam 1913	Tls. 1.20 B.
Bukit Toh Alang	Tls. 4.15 B.
Bute	Tls. 1.15 B.
Chemor United	Tls. 1.30 B.
Chempedak	Tls. 12 B.
Cheng	Tls. 3.10 B.
Consolidated	Tls. 3.05 B.
Dominion	Tls. 11 B.
Gula Kalumpong	Tls. 7.90 B.
Java Consolidated	Tls. 20¼ B.
Kamunting	Tls. 6.65 B.
Kapala	Tls. 1.10
Kapayang	Tls. 25½ B.
Karas	Tls. 13½ B.
Kota Bahroes	Tls. 9.40 B.
Kroewoek Java	Tls. 18½ B.
Padang	Tls. 15.
Pungkalan Durian	Tls. 10 B.
Permata	Tls. 3.60 B.
Repah	Tls. 1¼ B.
Samagagas	Tls. 1.02½ B.
Seekee	Tls. 7½ B.
Semambu	Tls. 1½ B.
Senawang	Tls. 14 B.
Shanghai Klebang	Tls. 1 B.
Shanghai Malay	Tls. 7 B.
Shai Malay-pref	Tls. 13.
Shanghai Pahang	Tls. 1.70.
Sungala	Tls. 1½ B.
Sungei Duri	Tls. 11¾.
Sua Manggis	Tls. 6½ B.
Thai Kalantan	Tls. 1.
Shanghai Sirombau	Tls. 0.96.
Taiping	Tls. 2.
Tanah Merah	Tls. 1.15 B.
Tyberg	Tls. 21½ B.
Ulehri	Tls. 2½ B.
Ulangbo	Tls. 5.85 B.
Miscellaneous	
C. I. and R. Lumber	Tls. 110.
Culty Dairy	Tls. 10 S.
Thai Elec. and Ash	$2.
Shanghai Trams	Tls. 74.
Shanghai Gas	Tls. 25 B.
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30.
Thai Telephone	Tls. 84½.
Thai Waterworks	Tls. 235 B.

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Launch Services

TODAY

The tender conveying passengers and mails to the T.K.K. s.s. Tenyo Maru will leave the Customs jetty at 5 p.m

TOMORROW

The tender conveying passengers and mails to the N.Y.K. s.s. Fushimi Maru will leave the Customs jetty at 8 a.m.

The launch conveying passengers to the N.K.K. s.s. Talee Maru will leave the Canton Road jetty at 11 p.m.

Chicago White Sox Undergo Military Drill

WHITE SOX DRILLING ©INTERNATIONAL

Military drill was a part of the Spring training routine of the Chicago White Sox at their Spring training camp, Mineral Wells, Tex. The picture shows Drill Sergeant Smily, of the United States Army, putting the boys through their paces.

Hindenburg's Line Is Smashed Again

(Continued from Page 1)

evening reported:—A fresh attempt to break through on the Arras front failed, with very heavy British losses.

A German official communique this afternoon reports: A fresh attempt made by the British to break through between Acheville and Queant, with 16 or 17 divisions, failed. Their repeated attacks, from dawn until night, broke down.

The enemy only succeeded in entering Fresnoy. Small portions of our trenches near Bullecourt remained in the hands of the enemy.

We inflicted heavy losses and took a thousand prisoners. The enemy had assembled strong cavalry southeastward of Arras. The battle continues.

The artillery action has been very intense between the Aisne and Brimont. Several attacks made by the French broke down near Braye and Winterberg. The enemy lost ten aeroplanes.

The Russians unsuccessfully attacked, northwards of Susita Valley.

A German official communique this evening reports: Attacks made by the British on both sides of Bullecourt and strong attacks made by the French between Berry-au-Bac and Brimont were repulsed.

Ding-Dong Battle

Reuter's correspondent at British Headquarters, wiring yesterday afternoon, reported: Fighting of terrible intensity has raged throughout the day at the main points of attack. The battling at many places has been of the ding-dong order. The most conspicuous gains were made on our flanks. Concealed machine-gun fire impeded progress in our center of attack, namely, up the Scarpe Valley.

Describing the attack, Reuter's respondent says that before daylight we had pushed well forward on the north and the Canadians took Fresnoy. Oppy was too strong for capture by a frontal attack, the wood in front of the village being infested with machine-guns posted in trees at varying heights and uncut wire in gullies which could not be got at by our barrage. Several new German divisions have been identified.

The enemy are counter-attacking in a formidable manner opposite the ground they have lost. They retook some ground in the region of Gavrelle but most of their counter-attacks have been broken up by our artillery. It is no exaggeration to say that the German dead number thousands.

Strenuously Defend Roeux

Telegraphing later, Reuter's correspondent says that the firing of guns is most intensive around Roeux, which is being defended in a most strenuous manner. Fierce fighting is also going on at Bullecourt, on the outer edge of which we have established ourselves.

A very heavy counter-attack has driven us back through Cherisy, which we captured earlier in the day. The verdict of reliable persons seems to be that, on balance, the day has been a good one for us.

The special correspondent at British Headquarters states that the Canadians fought on the left and the Australians on the right of the British advance; English, Scottish and Irish troops being in the center.

Important gains were made in the direction of Cherisy and Bullecourt, where the Australians were engaged in desperate street fighting.

The Prussian Guards garrisoning the village of Fresnoy had been specially re-inforced with a view to attacking Arleux-en-Gohelle, but the Canadians anticipated them and, surrounding Fresnoy, trapped part of the garrison, the 208 survivors surrendering after a brief fight with bombs and bayonets.

Beyond Gavrelle a windmill changed hands four times.

Though we have not taken many prisoners, it is estimated that the Germans have suffered heavier casualties than in any previous day's battle. Reuter's correspondent sums up the position in the words: "What von Hindenburg sought very desperately to evade is happening; namely, the exhaustion of German man-power at a pace spelling early defeat for Germany."

Canadians' Success

The success achieved by the Canadians at Fresnoy breaks the Oppy-Mericourt line, which is the double of the first stretch of trenches captured when Arleux was taken.

The English troops below the Canadians took the whole of the main trenches to Oppy, where they fought very fiercely with two Reserve Divisions of the Prussian Guards. Machine guns in trees have never been used on such a scale as in Oppy Wood, which is a perfect rookery. The German gunners hid behind the trees on ladders nailed to the trunks when the British shrapnel was buzzing.

The battle for Bullecourt, where the Hindenburg Line has been broken, was a most amazing one. The British had pushed to the far edge of the village when they were faced by a German counter-attack, while simultaneously the Germans were strongly established inside the village. Hence four lines engaged two middle lines facing both ways. A soldier described the position as "a double sandwich."

The tangle is being unravelled by the hardest kind of hand-to-hand fighting. The intensity of the artillery combat may be imagined from the fact that every battery, British and German, along the whole battlefront has been firing continuously for twelve hours at high speed.

Reuter's correspondent's latest wire says that the position at Bullecourt is curious and interesting. East of that village, we are in strength right across the Hindenburg Line, a sector of which we hold, running in the direction of Queant. Thence our line forms a sort of disjointed salient around all but the northern entrance to Bullecourt, which is reported to be full of Germans, whose retirement is apparently endangered.

The struggle for Oppy has produced a striking situation north of the village, where a considerable length of trench is at present untenable to either side, owing to the mutual concentrations of machine-guns.

Battering Rheims Again

Paris, May 4.—The official communique yesterday evening reported: —There has been a somewhat lively artillery action on the Aisne front. The enemy bombarded Rheims very violently during the day. There have been intermittent artillery actions in the Champagne.

Four enemy aeroplanes were brought down as the results of fights in the air, while fifteen others were seen to fall damaged. One of our air squadrons bombarded the station and factories at Thionville.

On the morning of May 1, our aeroplanes dropped 320 kilograms of projectiles on the Aviation Camp at Sissonnes. On the following night the same Camp received 2,000 kilograms of explosives and a great conflagration was observed among the sheds.

On the night of May 1, one of our air squadrons bombarded Betheniville, Pontfaverger and Chatel-sur-Retourne. A very fierce fire and several explosions occurred.

The official communique this afternoon reported: Artillery has been very active in the region north-west of Rheims. We again made progress in the wood west of Mont Cornillet. We stopped dead an attack made by the enemy west of Mort Homme.

Five enemy aeroplanes were brought down yesterday. It appears that three enemy machines which were reported as seriously damaged, on the 2nd, were really brought down.

SINK DUTCH TRAWLER

(Reuter's Agency War Service)

Ymuiden, May 3.—A Dutch trawler has been torpedoed and sunk, without warning, off Terschelling. The crew have been landed.

TO PACIFY SZECHUEN

Reuter's Pacific Service to The China Press

Canton, May 4.—It is understood here that the Civil Governor, Chu Ching-lan, favors Tsen Chun-hsuan going to Szechuen to settle the present dispute.

British Destroyer Of Old Type Is Mined

One Officer And Sixty-One Men Of Crew Are Reported To Be Missing

(Reuter's Agency War Service)

London, May 4.—The Admiralty announces that an old-type destroyer struck a mine in the Channel, on Wednesday and sank. An officer and 61 men are missing.

Passengers Arrived

Per L-C. s.s. Esang from Tientsin: —Rev. W. Browne.

Per C.N. s.s. Shuntien from Tientsin:—Mrs. Ericksen, Miss Tircher and Mr. Fearon.

Per C.M. s.s. Hsinchi from Foochow: —Messrs. Bulow Ronem, and Skruddenland.

Per C.M. s.s. Kiangteen from Ningpo:—Rev. Molong, Rev. J. M. Espey, Mr. and Mrs. Lee, Mr. Long, Mr. F. H. Hasley, Mr. J. H. Scott, and Mr. J. F. Prunks.

Per N.Y.K. s.s. Fushimi Maru from Japan:—Mrs. O. Taylor and infant, Mrs. G. Maryinkeoich, Mr. A. L. Simmons, Mr. and Mrs. Delbamgo and 2 children, Mr. H. W. Andrews, Mr. A. Jost, Mr. and Mrs. Takapashi, Mr. and Mrs. Tatara and child, Mr. and Mrs. Fujiki and child, Mr. S. Masuda, Mr. Wong Ming-dau, Mr. P. D. Lien, Mr. P. M. Wong and Mr. B. S. Char.

Per P.M. s.s. Venezuela from San Francisco:—Mr. and Mrs. Julean Arnold, Master Millard Arnold, Master Harrison Arnold, Master Junior Arnold, Miss Frances Arnold, Messrs. Antonio Alano, Roberto Arconte, and Edward Valenza. From Kobe:—Mr. and Mrs. D. E. Douty, Dr. Clara M. Davis, Mr. and Mrs. V. Meyer, Mr. C. W. Cooper, and Mr. and Mrs. H. H. Leon.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albanga	1769	Ger.	Carlowitz	US
May 3	Hongkong	Anhui	1355	Br.	B. & S.	CNPW
May 4	Japan	Awa maru	3696	Jap.	N. Y. K.	WSW
Aug 4	Hongkong	Bohemia	4382	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China	3868	Aus.	Aus. Lloyd	9 p
Aug 8	Hongkong	D. Rickmers	3651	Ger.	H. D. & Co	USA
Dec 27	Nanking	Fortuna	182	Ger.	H. D. & Co	US
May 4	Japan	Fushimi maru	6873	Jap.	N. Y. K.	WSW
Apr 19	Hankow	Kiangyung	1451	Chi.	C.M. S. N. Co.	TKDD
May 4	Hongkong	Kwangtee	1268	Chi.	C.M.S.N. Co.	KLYW
July 16	Hankow	Meidah	1682	Ger.	Melchers	US
July 30	Hankow	Mellee	1882	Ger.	Melcher	US
Mar 18	Ningpo	Meifoo	406	Am.	S. Oil Co	SOCW
May 3	Tsingtao	Ono maru	631	Jap.	S. M. R.	WSW
July 30	Tsingtao	Sikiang	1840	Ger.	H. A. L.	US
July 30	Hongkong	Silesia	3318	Aus.	Aus. Lloyd	B IX
Mar 25	Cruise	Store Nordiske	598	Dan	G. N. T. Co.	7 p
May 4	Hongkong	Sunning	1570	Br.	B. & S.	CNW
Apr 26	Hongkong	Yungshin	999	Chi.	N. S. S. Co.	NSPW

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
7P	Apr. 16	Cruise	Monocacy	Am g-b.	190	2	43	Bryan
7P	Apr. 29	Cruise	Palos	Am g-b.	190	2	43	Delano
P&O	Apr. 13	Cruise	Quiros	Am g-b.	350	4	55	Hanson
7P	Apr. 14	Cruise	Samar	Am g-b.	243	4	33	Brown
P&O	Apr. 14	Cruise	Villalobos	Am g-b.	370	4	55	Clarke
BNB	Mar. 5	Cruise	Wilmington	Am g-b.	1392	8	159	Chadwick

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Classified Advertisements

TRANSLATIONS

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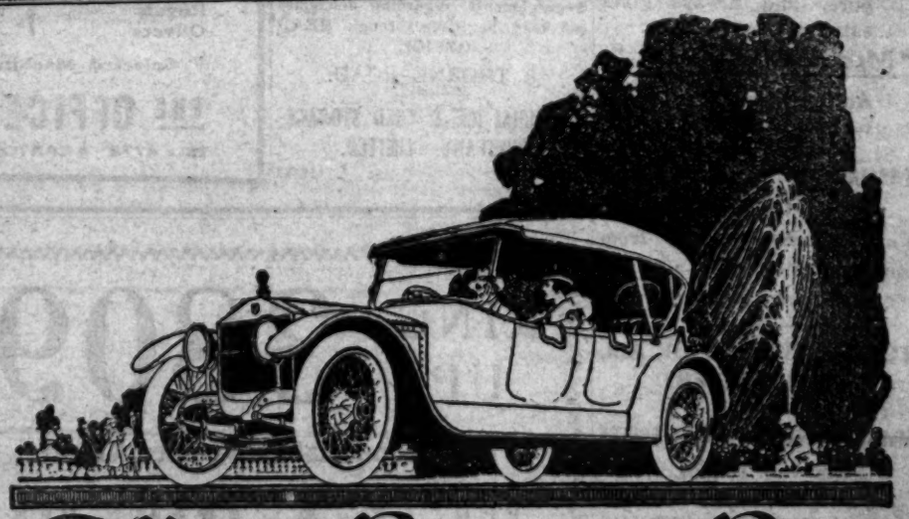

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Shanghai Agency, Office 8-34 Nanking Road

A. D. C.

MILITARY MUSICAL MEDLEY

"BLIGHTY"

In aid of the British Women's Work Fund.

Lyceum Theatre

24th, 26th, 29th May, Matinee Saturday.

Usual Prices.

13744

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

An excellent Butter for table or cooking.

TASMANIAN "I X.L." JAMS & FRUITS

Finest quality — made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

HUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

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BILL SMITH

"ELEPHANT HEAD" PILSENER BEER THE VERY BEST ON THE MARKET AT ALL SHOPS AND BARS

Ask Bill

Garner, Quelch & Co.

Wine Merchants

Shanghai Race Club

NOTICE

Spring Race Meeting, 1917

ONLY Bank Notes issued by the following Banks in Shanghai will be accepted at this Race Meeting.

Chartered Bank of India, Australia and China
Bank of China (Shanghai Issue)
Bank of Communications (Shanghai Issue)
Bank of Taiwan
Banque Belge Pour l'Etranger
Banque de l'Indo Chine
Banque Industrielle de Chine
Commercial Bank of China
Hongkong & Shanghai Bank
International Banking Corporation
Mercantile Bank of India
Netherlands Trading Society (Nederlandsche Handel-Maatschappij)
Russo-Asiatic Bank
Yokohama Specie Bank

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

Depots are open for the sale of

Machine Made ICE

at

Hongkew Market	6 to 10 A.M.
Maloo Market	
Wayside Market	4 to 6 P.M.
8 Thorne Road	
69 Yangtszepoo Rd.	

10 lbs. Ice will be given in exchange for a METAL CHECK.

CHECKS are now on sale at the COMPANY'S OFFICES,

8 Thorne Road,
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20 CHECKS PRICE $3.00

ICE DELIVERED 2 cents per lb.

Arrangements regarding deliveries can only be made through HEAD OFFICE,

8 THORNE ROAD.

SHANGHAI ICE & COLD STORAGE COMPANY, LIMITED.

13663

Zung Lee & Sons. (W. Z. Zee & Sons Est: 1895) Broadway, Shanghai.

LOCKS **YALE** HARDWARE

COMPLETE STOCKS ON HAND

KNAPP & BAXTER. INC.

IMPORTERS OF

AMERICAN PRODUCTS

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

New Advertisement!

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMINE"

13721

"High Prices and Short Measure!"

Vide yesterday's press

THE ONLY REMEDY

Join the

SHANGHAI CO-OPERATIVE SOCIETY, LIMITED

Office: 4B, Peking Road.

Shanghai, May 5th, 1917.

Spring and Summer Suits

New American Material and Styles, latest Patterns, in Small Checks and Stripes.

THOM SHING

G. 19 Tiendong Road, near Broadway

TYPEWRITERS

Underwoods, Remingtons, Royals, Olivers — From $90 to $150

Selected Machines for Schools $70 to $90

THE OFFICE APPLIANCE CO.

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RING UP **3809**

for a comfortable 5-passenger car

PER HOUR **$4.00** PER HOUR

CENTRAL GARAGE CO., LTD.

2a Jinkee Road.

When you think of China's Richest Province, Think of Szechuen, and you will also Think of WIDLER & CO., Chungking, West China.

Born 1915 — Still Existing

French Municipal Council

NOTICE

From today, Mr. G. Laferriére will assume the functions of Secretary to the Council.

Le Consul Général de France,
Président de la Commission Municipale,
WILDEN.

Shanghai, May 5th, 1917.

Conseil d'Administration Municipale de la Concession Francaise de Changhai

AVIS

A partir d'aujourd'hui, Monsieur G. Laferrière prendra charge des fonctions de Secrétaire du Conseil.

Le Consul Général de France,
Président de la Commission Municipale,
WILDEN.

13746

SHANGHAI RACE CLUB.

Spring Race Meeting 1917

FIRST DAY
Monday, 7th May

The Races will commence at 11.15 a.m. Prompt, Tomorrow.

The public can obtain Tickets of Admission either from Messrs. Kelly & Walsh, Ltd., or at the gate.

Season Tickets, covering the three official Race Days and the "Off" Day
Price $6 each for gentlemen
Price $3 each for ladies

Day Tickets are obtainable at the gate only.
Price $3 each for gentlemen
Price $2 each for ladies

The Tiffin interval will be after the third race.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

BIRTH

RAYNES.—At Shanghai, May 5, to Mr. and Mrs. J. A. Raynes, a son.

Nursing

An American graduate Chinese nurse, R.N. Ohio registry, U.S.A. will take cases in general and obstetrical nursing, contagious diseases excepted. Special rates to Missionaries.

Telephone No. 4718
For terms apply to
THE NURSE
F. 129 Bubbling Well Road.

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

13738

Business and Official Notices are Continued on Page 13

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

9409

Nos. 8 & 11 Quinsan Gardens
(Facing Park)

A large flat, two large and one small room, with board. Bathroom and verandah attached; very cool summer time. Tel. 1946

BOARD-RESIDENCE

Location: Central, quiet, and select.
Terms: Monthly and very moderate.
Cuisine and Service: Excellent.
Apply to Box No. 184.
THE CHINA PRESS.

12976

TO LET, comfortable flat, two large rooms with verandah, bathroom, kitchen and servants' quarters, garage, near Country Club, on Bubbling Well Road. Taels 50 per month. Apply to Box 9, THE CHINA PRESS.

13743 M 9

CENTRAL. To let a well-furnished bedroom with bathroom and verandah attached, also a small unfurnished room. Apply to Box 10, THE CHINA PRESS.

13745 M 10

TO LET, a very comfortable, unfurnished flat, situated in Ward Road. Very cheap to a suitable party. Apply to Box 497, THE CHINA PRESS.

13717 T. F.

TO LET, furnished bed-sitting room with verandah, facing south, English. Breakfast if required. Also attic. Apply 57, Range Road.

13703 M 6

TO LET: Unfurnished flat, central, four rooms and attics. Vacant June. Moderate rent. Apply to Box 495, THE CHINA PRESS.

13715 M 6

TO LET, an unfurnished flat of two rooms, enclosed verandah, kitchen and bathroom; Range Road. Apply to Box 496, THE CHINA PRESS.

13716 M 6

OFFICES TO LET

OFFICES to let at 15 Nanking Road. Apply to Raven Trust Co., Ltd. 15 Nanking Road.

13685 T. F.

SITUATIONS WANTED

BRITISHER, having had 9 years' experience of general drapery, furnishing, etc., desires situation in Shanghai or outport. Apply to Box 1, THE CHINA PRESS.

13729 M 8

WANTED by experienced Portuguese bookkeeper, with A1 references, position as bookkeeper or general office assistant. Disengaged July 1. Apply to Box 500, THE CHINA PRESS.

13727 M 11

THOSE desirous of obtaining the services of good Japanese or Chinese servants, clerks, etc., are requested to apply to the Philanthropic Association (Aijinkwai), Nos. 137-8 Foochow Road. No charge made. Telephone 3129.

13497

IF you want a good Japanese servant, apply to Iwyaya, No. C-1562 Kashing Road, Shanghai.

13593

EDUCATIONAL

A FRENCHMAN, speaking and writing English fluently, has a few hours to spare in the morning to teach French by special methods. Has great experience; guaranteeing scholars will acquire the language within 3 months. Terms moderate. Apply to Box 486, THE CHINA PRESS.

13694 M 8

SITUATION VACANT

WANTED, a young lady to work in foreign retail store. State previous experience, if any, though experience not necessary to securing the position. Apply to Box 15, THE CHINA PRESS.

HOUSES WANTED

REFINED CHINESE couple, just roomed, airy, sunny house, with immediate possession, four to six-roomed, airy, sunny house, with servants' quarters and garden, in Western district or French Town; furnished preferred. Phone or write full particulars to Liang, Room 72, Burlington Hotel.

13737 M 9

Exchange and Mart

PRACTICALLY new, five-chambered revolver (American make), $35.00; also set of golf clubs in bag for $35.00. Apply to Box 6, THE CHINA PRESS.

13741 M 8

FOR SALE: One 3½ h.p. Premier motor-cycle with side-car, or will exchange for small two-seater motor-car, paying the difference. Apply to Box 7, THE CHINA PRESS.

13742 M 10

FOR SALE, one I. S. S. bond. Good bargain. Apply to Box 484, THE CHINA PRESS.

13684 M 8

FOR SALE, upright grand piano, by C. I. Gebauhr, constructed for extreme climate by Civil Service Musical Association, Ltd., London. Price Tls. 250. Seen by appointment. Apply to Box 499, THE CHINA PRESS.

13725 M 6

OVERLAND CAR for sale, used five months. Trial by appointment. Price Tls. 1,100. Apply to Box 491, THE CHINA PRESS.

13706 M 10

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

13739

WHITE LEGHORN eggs $2.75 setting, from large, healthy birds. Advertiser hatched 700 chicks last week. Any number for sale; 3,000 to select from. Can be seen by an appointment. Apply to Box 5, THE CHINA PRESS.

13736 M 5

FOR SALE: One light, English, two-passenger motor-car (Humberette), equipped with electric lights, economical (30 to 35 miles on gallon of gasoline). In good condition. Price Taels 550. Apply to Box 8, THE CHINA PRESS.

13743 M 9

VIOLIN for sale, European make, high tone; will sell cheap. Motor-cycle tyres, 26 x 2, good second-hand. Apply to Box No. 488, THE CHINA PRESS.

13735 M 6

FORD two-seater, in perfect condition, for sale. Price $600. Apply to Box 2, THE CHINA PRESS.

13732 M 6

Classified Advertisements are Continued on Page 15

Fashion and Feature Section of The China Press, Sunday, May 6, 1917

Has Science Found A Way To Develop Children into Samsons?

It Is Suggested That If the Different Growth Organs—Pituitary, Thymus and Thyroid—Had the Same Effect on Insects as on White Mice and Rabbits, They Might Turn a Potato Bug Into a Devouring Monster Like This.

Growth and Overgrowth

An Abnormal Condition of the Various "Growth Organs" of the Body Is Responsible for the Rather Useless Overdevelopment of This Giant, but the Pituitary Body Scientifically Controlled Would Make a Man More Symmetrical, Stronger, and Capable of Better Work.

On the Right Is a Favorite Greek Conception of Hercules, Whose Strength, the Latest Scientific Experiments Indicate, May Have Been Due to an Abundance of "Tethelin" in the Pituitary Body in His Brain.

Remarkable Medical Experiments in Which Extracts from a Little Organ in the Brain Made White Mice Heavier, Stronger and Covered with Thicker Hair—and What This May Mean for Man

IT HAS been known for some years that certain organs of our bodies, such as the thyroid gland and the pituitary body, control growth, and that abnormalities in those organs may make us dwarfs or giants or otherwise peculiar.

There are many different forms of growth, such as bone growth and muscle growth, to mention only a few. Science has never fully worked out just how all these different forms are controlled and directed by the growth organs. It is working with endless patience to reach an understanding of the entire problem which may have the important practical results of making the average man much stronger and more efficient and making the food animals larger and able to support a greater number of human beings.

Professor T. Brailsford Robertson, of the University of California, has isolated from the anterior lobe of the pituitary body a substance which he calls "tethelin," that has remarkable effects in stimulating and controlling growth. The pituitary body is a tiny reddish gray substance within the brain cavity near the ear. It has already been proved to have an important influence on the body's growth, and in obscure diseases, such as akromegaly, but just what functions it exercised has been uncertain.

Professor Robertson has gone so far into the working of the pituitary body as to find that there is a difference between the functions of the anterior and posterior lobes of this organ. Tethelin is the active principle of the anterior lobe, and it is with this that his remarkable experiments have been chiefly concerned.

When tethelin was fed to white mice by Professor Robertson, it caused them to become heavier and stronger, size for size, than animals which had not been so fed.

The first results obtained from tethelin indicate that it may be useful in making men stronger, more muscular, sounder in health and tissues and more efficient for the various duties of life. It will produce a more symmetrical development of the body. Evidently its value will be largely in the treatment of growing children, and especially youths just before maturity.

There is reason to believe that it was an abundance of tethelin in the system that produced such men as Samson, Hercules (who, though regarded as a god, was originally a man) and the splendid types of heroes and athletes whose figures have been handed down for our admiration in the great art works of antiquity. The men of to-day are deficient in tethelin. It has been exhausted perhaps by the nerve-racking character of our lives. Prepared artificially and administered wisely by modern medical science, tethelin may yet give us more than the strength and grace of the heroes and athletes of old.

Among the various incidental benefits that tethelin promises is the cure of baldness. When fed to white mice it gave them a longer, richer, glossier coat of hair than the control animals that had not received this special food. It is, therefore, argued that it will strengthen the hair follicles in human beings.

Tethelin, is is believed, will stimulate growth in many boys in whom it has been checked for some reason or other and will regulate it in cases where it is irregular.

"We know," says Professor Brailsford, reporting his experiments in the Journal of Biological Chemistry, "that many of the glands of internal secretion, notably the anterior lobe of the pituitary body, the thyroid and the thymus, are capable of exerting important influences upon the processes of growth—influences, the lack of which becomes apparent in many ways which are now familiar when one of these glands is removed by operation or injured by disease.

"These glands are universally supposed to exert their influence by means of secretions which are thrown into the blood stream."

Professor Robertson describes these glandular secretions as "catalysers," that is, chemical substances, which remain unchanged while affecting the composition of other substances. Various kinds of tissue, such as bone tissue, muscle, eac., have catalysers of their own.

In order to find specifically what effects on growth are due to the anterior lobe of the pituitary, Professor Robertson took average healthy mice, not less than four and not more than five weeks old, and fed them, till sixty weeks thereafter, on interior lobe emulsion. The pituitaries were taken from oxen killed at an Oakland slaughter house. They were fed to the mice not less than forty-eight hours after their extraction from the oxen, being kept on ice in the meantime.

The lobe tissue was mashed to a pulp and beaten up with raw eggs.

From the thirtieth week it was noticeable that the pituitary-fed mice were more compact or stocky in build than normal animals. In about four hundred days the pituitary-fed animals were about 25 per cent heavier.

The male pituitary-fed animals were much more quarrelsome than the normals. They attacked the normals so fiercely that the latter were continually wounded.

Then Professor Robertson carried the experiments a step further and isolated the essential principle from the anterior pituitary lobes by boiling them in alcohol and drying out the precipitate. This he called "tethelin," from the Greek word meaning "growing."

Another batch of mice was fed on tethelin. The amount of extract given was equivalent to not less than five anterior lobes per day per twelve mice.

The mice were fed on tethelin mixed with raw eggs for fifty-five weeks. The differences in build between tethelin-fed and normal animals were even more marked than in the other experiments where plain lobe was given.

"Their compactness of build is remarkable," says Professor Robertson. "Weight for weight, they are smaller, and size for size much heavier than the normals. The contours of their surface are more rounded and youthful, and most remarkable of all, the coats of the males, even at fourteen months of age, retain the glossy, silky appearance of the coats of young animals or of females, while six months or more prior to this age the coats of normal males are already shaggy, staring and discolored.

"The normal animal is irregular in outline and loosely built, while the contour of the tethelin-fed animal is rounded and its build compact and stocky."

Strange to say, while plain pituitary lobe made the mice very quarrelsome, the tethelin-fed animals were the quietest and least belligerent in the collection. Professor Robertson concludes that the substances in the pituitary-lobe producing quarrelsomeness are not identical with the growth-controlling elements.

Cancerous tumors grew more rapidly in mice fed with tethelin or with anterior lobe.

A very noticeable effect produced by tethelin and anterior lobe was a marked retardation of the first part of the third growth cycle, followed by acceleration of the latter portion. In other words, there is a hastening of growth in the period that ends with maturity. Up to this the growth of the skeleton is less and in the accelerated period more tissue is packed into the same space than in ordinary cases.

It should be explained that mice, like all other animals and men, do not grow at a regular or even rate of speed from birth, but in spurts or "cycles," as the scientist expresses it.

In the white mouse, according to Professor Robertson, the first cycle or growth attains its maximum velocity at some time shortly prior to seven days after birth and culminates at fourteen days. The second cycle attains its maximum velocity at twenty-one to twenty-three days and culminates soon after the twenty-eighth day. The third cycle attains its maximum velocity at about six weeks and thereafter decreases in velocity continuously, but very slowly, so that growth still occurs between the fiftieth and sixtieth week succeeding birth.

The growth of a human being is divided into cycles like that of the mouse, their length in the human subject being proportioned to the greater total duration of life. There is a difference in the duration of the cycles in male and female, both in the human species and the mouse.

From this scientific investigators argue that a corresponding growth in weight and strength to that observed in the mouse fed with tethelin, at the close of its third cycle of growth, might reasonably by expected to occur in a man subject to the same treatment just before he finished his growth.

Some observations were made on the difference between the effects produced by the posterior and the anterior lobes of the pituitary. Posterior lobe caused a pronounced rise in blood pressure, slowing and strengthening of the heart beat and stimulation of involuntary muscles. These effects were not produced by anterior lobe.

In describing his interesting experiments to a representative of this newspaper Professor Robertson said that they had not yet shown what influence tethelin might have on the height.

The experiments have an important bearing on the treatment of wounds and disease.

"Tethelin," said Professor Robertson, "shows a marked tendency to heal open wounds and skin abrasions. The normal mice when confined with pituitary-fed animals were in a continually lacerated condition, but to our surprise it was found that the wounds healed quickly and that infected wounds were rare.

It therefore appears reasonable to expect that persons fed with tethelin will show an unusual power of resistance to wounds and disease.

Other experiments with tethelin were conduced at the University of California. Miss Rose Wulzen, of the physiology department of the university, fed a fowl with tethelin for five or six months and it displayed such an increase in growth that it finally exceeded all others in weight.

Diagram of the Human Brain, the Round Spot Showing the Pituitary Body Which Controls Our Growth. Below Is an Enlarged Picture of the Pituitary with Its Divisions.

A—The Posterior Lobe Which Causes Rise in Blood Pressure, Strengthening of Heart Beat and Stimulation of Involuntary Muscles.

B—Blood Vessel Which Carries the Products of the Pituitary Gland Into the Body.

C—Anterior Lobe of the Pituitary, the Subject of Prof. Robertson's Remarkable Experiments, Which Stimulates Growth, Makes White Mice Quarrelsome and Contains a Special Substance Called "tethelin" Which Makes Animals Strong and Heavy.

Spring Blossom Hats By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

I CALL these Spring Blossom hats because they are so dainty and virginal. Spring is the time of bursting buds, the season when all nature is a beautiful little maid. It is no time for gaudy—or I would perhaps better say, accentuated—coloring.

Women should reflect the seasons as their dresses reflect themselves. Therefore in Spring we should wear dresses that harmonize with a reawakening world. And particularly is this so of hats, for, as I have often said, hats are the last note, the sharpening of all the points of the woman's toilette.

Under the parasol are two of these Spring Blossom creations. The one on the left is of maize chiffon, with a loosely tied scarf of dull gold and roses of the same shade, with a veil of gauze. The model on the right is wearing one of the new pleated hats, made of pale rose chiffon, with narrow folds of satin of the same color and roses of a slightly deeper tint.

Just below them is one of the most Spring-like of Spring models. This dainty little thing is of the mushroom variety, and is covered with soft shearings of lettuce green lisle net, trimmed with silver gauze scarf and pale lilacs. And the last picture shows the model in different colors in which pale lavender and dull blue roses have their place.

Jingles The Key To A Painless System Of Education

Prospectus of a Rhythmic Curriculum in Which the Young Idea Is Taught by Stanzas How to Shoot

A correspondent of The New York Sun recently contributed the following to that paper:

The jingle system of juvenile culture to which allusion was made all too briefly in your correspondence columns a few days ago merits the serious attention and generous encouragement of all forward looking men and women.

In recalling the days of our own childhood what impression stands out more vividly than that state of chronic misery attending the antiquated method of forcible feeding then in vogue for imparting intellectual nourishment to the young? Those tender years preceding adolescence, which should be cherished now as one grand, sweet song of untrammelled joy, were sadly marred by the harsh educational customs of our unenlightened progenitors, customs which in these more progressive times appear in their true light as a barbarous infliction of needless suffering upon our innocent and helpless offspring.

The jingle system has changed all that. Its distinctive feature is the painless ingestion of wisdom in a tremellose emulsion of rhythm and rhyme, an adaptation to the requirements of intellectual peristalsis so exquisite that the absorption and assimilation of the most recondite knowledge are accomplished without a pang. And as a consequence of that natural serenity characteristic of all perfectly adjusted functions the entire process of education becomes a source of irrepressible joy, bodily vigor and spiritual exaltation.

Beginning at the age of two or three months you may guide the infant's first articulate efforts toward a solid foundation for the whole course of its higher education. Give it at this early stage a sound understanding of evolution by teaching it too coo:

The ze-bra is a horse, you see,
In spite of all his stripes,
For horses used to strip-ed be;
They've fad-ed out, by cripes!

The form of expression demanded by the rhythm of the third line of this little jingle will afford an excellent opportunity to improve the child's literary style, so you may teach it next:

I'll nev-er split in-fin-i-tives,
It is a filth-y deed;
I'll nev-er let them soil my mouth,
Ex-cept in case of reed.

Being thus well grounded in the fundamental principle underlying all modern scientific thought and having gained a broad comprehension of linguistic propriety, the child now may be advanced to more technical instruction. Give it an understanding of the marvellous processes of physiological adaptation and a knowledge of therapeutics by teaching it to prattle:

Phag-o-cy-to-sis goes mer-ri-ly on
Af-ter ma-la-ri-al chills;
The crit-ters that make 'em you par-a-lyze first
By dop-ing with qui-nine pills.

By this time the infant will be pretty thoroughly prepared for the ordinary exigencies of life, so you may begin to broaden its culture along more impersonal lines of general humanitarian sympathy. It may be taught, for example, to recognise with properly restrained admiration, the crude achievements of the race in former times of less encyclopedic wisdom by means of a jingle in appreciation of great inventors:

Eve in-vent-ed lin-ge-rie,
Ar-chim-i-des the screw,
New-ton sprung the cal-cu-lus,
Some Ir-ish-man the stew;
Cook in-vent-ed po-lar trips
With-out a sin-gle qualm,
And Ed-i-son the phon-o-graph,
Not mean-ing any harm.

Next, to bring the child fully abreast with the latest results of scientific research, so that it may mingle and converse with leading specialists on a footing of intellectual equility, give it Professor Crile's kinetic theory of animal automatism, properly tempered with a saving touch of teleological insight to guard its spiritual development against the peril of crass materialism:

The thy-roid, liv-er, ad-re-nals and brain
De-vot-ed, faith-ful and true,
Gov-ern the life of the or-gan-ism,
Make us do all we do;
In sur-gi-cal shock, in trau-ma as well,
And eke in all dis-ease,
They cut up like sin to keep us in-tact;
You bet they strive to please.

And finally, lest the child be considered too erudite and not sufficiently well versed in the practical requirements of life in a rude and uncultured world of warring nations, put it wise to the prevailing political, social and economic conditions somewhat as follows:

Tri-ni-tro-tol-u-ol looks pret-ty tough,
Wheth-er in bulk or in verse;
But be-lieve me! The man who mis-han-dles it rough
Will nev-er require a hearse.

The education of the child being now finished, you may remove with it from Oshkosh to New York, call in the sob sisters, start it upon a distinguished and lucrative career and let its fame go ringing down the grooves of time to some such stimulating accompaniment as this:

Jingle, jingle, little brain,
Prattle on without a strain;
Never strike with might and main.
Just tintinnabulate again;
Make the public throw a fit
In admiration of your wit
While cerebrating not a bit;
Thus you'll make an awful hit.

A Reconciling Thought

Now, when the people cry for free seeds, the Government says it has none; that Congressmen have exhausted the supply. So the home gardener gets his disappointment now instead of at the time when he would except the seeds to sprout.—*New Yrok Sun.*

Men Who Answer Questions.

Captain Bathurst And Mr. Roberts

(Daily Mail)

The House of Commons comes to attention with an almost audible click when Captain Bathurst rises.

The reason is that he speaks for the Food Controller—himself in "another place"—and that all M.P.s are now as sensitive under their waist coats as was any Free Fooder of the old polemical days. Times change. Before the war Captain Bathurst was the champion of that Cinderella of British industries, Agriculture. Now Captain Bathurst's lips may at any time be big with fate concerning tomorrow's breakfast, and members sit hushed. He is one of the many very serious, very earnest, and extraordinarily industrious men at Westminster. If a set purpose and pertinacity can accomplish anything in grappling with the hydraheaded problem of food control, the country may rest assured that Captain Bathurst will not be lacking. He applies himself with a concentrated energy that is perceptible in every fiber of his tense, alert frame. He is just under medium height, spare and trim; of dark complexion, his hair and mustache showing tinges of grey. But it is his eyes that catch the eye—dark, deep eyes, the eyes of one who reflects and ponders. He was educated at Eton and Oxford, has a pleasant voice, and a most engaging and courteous manner.

On agriculture he is as encyclopædia. Plagues, pests, insects; the chemistry of the soil; yields and varieties of crops; and all the ills of the farmyard are as A B C to him. He has advocated many things which have now come to pass, including a guaranteed price for wheat and Standard bread.

There are Labor leaders who "look the part," and others who do not. Mr. George Roberts is one of those who do not. This is not meant in any uncomplimentary sense—quite the country; it is merely indicating that Mr. Roberts, though a well-recognised leader of Labor opinion, has not the figure and the mien of a burly son of toil. He was brought up in the printing trade, where brain is more necessary than brawn, and deft fingers are a greater asset than biceps. He has not a robust constitution. As a young man he was several times "given up" by the doctor. He is short and dark, with a smooth rotundity of countenance and a fresh complexion. He is always well groomed—there is never a hair awry—wears his mustache well pointed, and has about him an air of serene content. Invariably good-humored and companionable, he did well as a Labor Whip before he was called to his present office. The post of Parliamentary Secretary of the Board of Trade is an arduous one.

The Board of Trade was the drudge among Government Departments. Any new work that had to be undertaken by the Government was thrust on to the Board of Trade; accordingly, Mr. Roberts must needs be authoritative on a score of industries and interests, equally ready to answer puzzling queries on the intricacies of company law and to explain to Sir Clement Kinloch-Cooke why coal porters will not work if it is wet. He has been an industrious worker in the cause of Labor. He can swing a meeting round to his view with considerable power and adroitness.

THROUGH THE RYE

The Strategic Advantages of a Stream for Kissing

A correspondent of The New York Sun recently wrote:—Dr. Vizetelly is quite right saying it was a river Burns meant. It was the river Rye in Scotland. I had an old edition of Burns and in a foot note to the song it gave the meaning of "Coming Thro' the Rye" as follows: Before bridges were built there were fords or shallow places where the people could wade across. The girls when crossing had to raise their skirts to keep them from dragging in the water. When the girls got half way across the boys rushed to kiss them, with the result that they let go their petticoats to defend themselves and they got wet.

Artlessly Discloses Ann's Age

From the Merrill (Iowa) Journal

Miss Annette Cameron was given a birthday party at her home on Beverly place Thursday. Miss Annette is one of our bright young ladies. A feature of the party was a handsome birthday cake on which burned 43 candles.

LAND OF OPPORTUNITY

In Dr. Russell H. Conwell's new boow, "What You Can Do With Your Will Power," (Harper's) he summarises the results of his analysis of the careers of more than 4,000 American millionaires and shows that all but twenty of them started as poor boys.

The Uneasy Heads

The King was in his counting house,
counting up his money; the Queen
was in the kitchen, eating bread and
honey.
"Gee!" they muttered, "suppose the
revolution strikes us next?"

His Turn

He laughs, that exiled raucous cuss,
The Grand Duke Nick from the
Caucasus.

New Discoveries

The goosestep, it seems, has a reverse movement.

Topics In Brief

Holland is in Dutch.—*Wall Street Journal.*

Millions for patriotism; not one cent for jingoism!—*Springfield Republican.*

We only ask the Weather Powers not to permit the mercury to sink without warning.—*Brooklyn Eagle.*

All Germany wants is her way.—*Toledo Blade.*

There is madness in Germany's method.—*Brooklyn Eagle.*

"England," says Mrs. Skeffington, "can not govern Ireland." Well, we'll bite. Who can?—*Chicago Tribune.*

Peace, it seems, is what all men hope for and the brave fight for.—*Detroit Free Press.*

It may be suggested to the pacifists that if the country is invaded they can resort to silent prayer.—*St. Louis Globe Democrat.*

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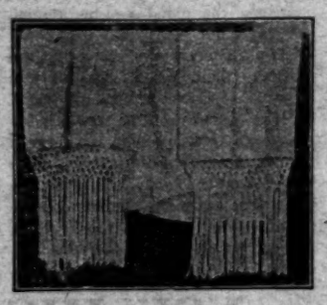

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New Discoveries all over The Earth

How We All May Soon Be WEARING FISH-SKINS

WOMEN'S frocks of fishkin. A weird idea, truly.

Yet, if experiments now being made under the direction of the Department of Commerce prove as successful as is expected, gowns of such material may before long become fashionable.

They will be a novelty; they will be handsome and becoming. What more likely than that the makers of the styles will accept the notion and do what they can to popularize it?

Government experts declare that the skins of many species of fishes, properly tanned and otherwise prepared, would afford durable and beautiful stuffs for dresses. Those of sharks would furnish an exquisite leather for ladies' shoes.

Along the Yukon River, in Alaska, the native women use salmon skins for clothing. After removing the scales, the skins are stripped off in as big pieces as possible, dried, and worked with a scraper until pliable. When finished they are very soft, tough and durable, resembling kid.

Dresses described as quite beautiful are made from fish skins by women in the Amur River region of Siberia—the fabric ornamented with cut-out pieces dyed in various colors, sewn on, and arranged in fanciful patterns. A month's labor may be required to produce such a gown, each woman trying to outdo her neighbors in the tasteful decoration of her costume. All of the cutting out is done with a knife (scissors being unknown to those primitive people), and the sewing is accomplished with a sort of thread made of fishskin.

With the help of processes of civilized invention, American manufacturers, it is believed, could turn out fishkin cloths adaptable to a great variety of purposes. Their cheapness and durability would recommend them strongly to most women; and their attractiveness to the eye, where the more expensive qualities were concerned, would quickly obtain for them the favor of fashion.

HIGH COST of CLOTH and LEATHER Leads Science to Search the OCEANS' DEPTHS for New Materials for CLOTHES and SHOES

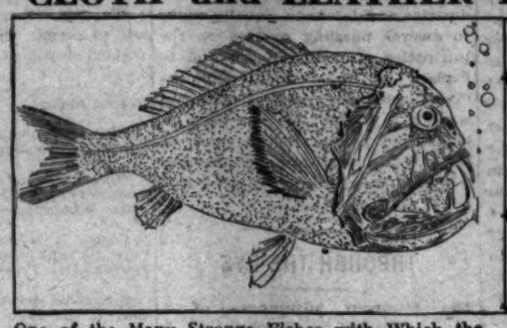
The skins of the anaconda, largest of all the American tropical serpents, are now utilized for motor coats, which, flexible and soft, and preserving indefinitely their scaly lustre, are guaranteed never to wear out. Such garments—only four skins are required to make a coat—are described as "warmer than any fur." If snakeskins are available for a purpose, why not fishskins?

Not thick enough for motor coats? It all depends upon the kind of fish. Consider eelskin for example. Everybody knows how thick and tough it is. But has it ever occurred to anybody to think of its possible utilization for clothing? Properly tanned and prepared, it would at least afford an excellent leather, absolutely waterproof.

Up to the present time the animals of the land, wild or domesticated, have been relied upon to furnish clothing for mankind. The creatures of the sea (if seals be excepted) have been almost wholly neglected. Nobody seems to have thought of the ocean as a source of materials for the purpose. And yet, if all the land animals ceased to exist to-morrow, the marine fishes could easily supply the needs of the human race for garments, including hats and shoes.

The price of clothing, like that of other necessaries, is rapidly going up. Month by month the everyday housewife finds herself obliged to pay more for dress goods, for stockings, for everything she has to buy in order that she and her children may be properly clad. A manufacturer of boots recently made the startling prediction that before long a pair of good shoes would cost $20.

But this will not happen if the fishes of the sea are called upon to contribute leather. The Fisheries Bureau says that most excellent



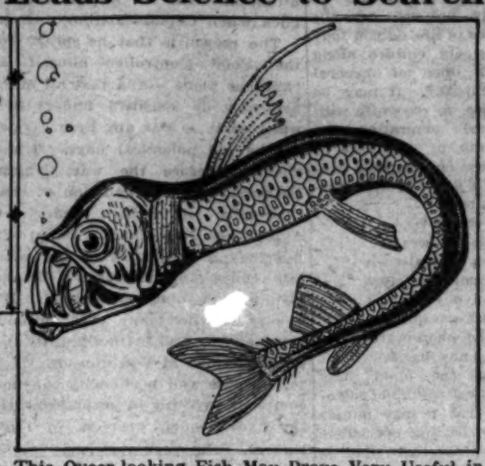
One of the Many Strange Fishes with Which the Oceans Abound. This Species, Like Many Others, Is of Little or No Value as Food, But Science Hopes That in Its Skin May Be Found a Valuable Substitute for Cloth, Leather and Other Things Whose Cost Is Rapidly Increasing.

shoes, durable and waterproof, can be made from the hides of sharks. And, be it observed, sharks of species available for the purpose are almost unimaginably plentiful. They can be easily caught, and their skins delivered to tanners, in numbers unlimited.

Calves are scarce, and may become scarcer. Goats and other leather-producing beasts may furnish skins at an increasing price. But the supply of sharks is so enormous that it can never be appreciably diminished. The leather they can cheaply yield will always be unlimited in quantity. All the people in the world might be shod with it for all time to come without utilizng more than a relatively small fraction of the procurable material.

This remark applies in particular to the small sharks known as "dogfish," which are found in vast schools along our North Atlantic coast, where they are a plague to fishermen, destroying their nets, stealing their baits, and, worst of all, devouring countless fishes of valuable food species. A demand for their skins for leather would afford a money inducement to fishermen for their capture, and, while augmenting the earnings of those toilers of the sea, would incidentally bring about a reduction in the numbers of the pests.

True, the hide of the dogfish is not thick enough to serve for many of the most important uses of leather. It would not make soles for shoes. But there are other species of sharks, of larger size, that have skins comparable in thickness and toughness to calfskin, pigskin, or even cowhide. These sharks are plentiful enough



This Queer-looking Fish May Prove Very Useful in Helping to Clothe Us, Because Its Bright Hued Skin, Designed to Resist the Tremendous Pressure Found in the Deepest Parts of the Ocean, Is Remarkably Thick and Tough.

in the waters of warm latitudes—as, for instance a long the coast of Florida and in the region of the West Indies.

The Fisheries Bureau, for its experimental purposes, has already made arrangements for getting from Florida fishermen supplies of large sharks' skins, offering a price for them that will be an adequate inducement. To help along the enterprise, the Lighthouse Bureau has issued a circular order to its men on lightships in Southern waters, directing them to catch as many sharks as possible and forward the skins to Washington. The requisite tackle (with huge hooks and bite-proof chains connecting the latter with lines of small rope) is to be furnished by the Fisheries Bureau.

Fishermen along our coasts, incidentally to their daily work, catch great numbers of sharks—mostly small ones, of course—and throw them away. There is no market for them at the present time. But it is going to be different. When the skins fetch a price, every shark captured will be denuded of its hide for prospective conversion into leather. The skins of some species of sharks (says the Fisheries Bureau) have a beautiful surface pattern, which is unaltered by tanning. These, it expects, will be in exceptional demand.

Sharkskin leather is no new thing, though uses for it have hitherto been somewhat restricted. Under the name of "shagreen," it has long been employed as a material for covering instrument cases, for sword hilts and for certain other purposes demanding great durability. Such being the fact, its availability for shoes—especially in view of its waterproof quality—is deemed obvious.

The hide of a well-known marine mammal, the porpoise, furnishes a valuable leather which has been utilized to a small extent. Its only disadvantage, from a commercial point of view, is that it is liable to be more or less scarred by sharks' teeth—an unceasing warfare having been conducted between sharks and porpoises since a time which doubtless long antedated the first appearance of mankind on the earth.

To say that a leather famine is in prospect is to describe the present situation by no means too strongly. Manufacturers of shoes, harness, and all sorts of leather goods are looking anxiously in all directions for new sources of possible supply. Consumption is increasing, and—relatively, at all events—the number of hides produced is steadily diminishing.

Land animals are insufficent in number. We must, therefore, look to the sea, which (if the view of the Fisheries Bureau is to be accepted) offers inexhaustible supplies. Leathers for purposes demanding durability and long-wearing quality can be furnished by the multitudinous tribes of sharks. For garments other than shoes the marine fishes afford skins which, according to their thickness, texture, and other qualities, are utilizable as substitutes for fabrics of wool or other woven materials.

A company has been newly organized (with Government approval) to hunt the white whale for leather. This small species of cetacean, when full grown, is thirty feet long and weighs about 1,000 pounds. Leather made from its hide is durable, strong and pliable. It is known to-day in the market as "porpoise leather," but it has never been utilized to any important extent. The above-mentioned company proposes it as a material for the tops of women's shoes.

From the white whale—otherwise called the "beluga"—large supplies of leather should be obtainable. The species is very numerous along the Alaskan coast, having escaped serious attack hitherto by reason of its small size, and its capture is easy. It travels in schools, often numbering hundreds, that follow the salmon into the rivers which those fishes enter to spawn.

By stretching a strong wire net across the mouth of a river, when a school of the little whales has been seen to enter, they may be taken wholesale—though it is a terrific business to subdue them and get them out of water afterwards.

Meanwhile the Fisheries Bureau is trying some very novel experiments that have to do with the utilization of the tails and fins of fishes (suitably dyed and otherwise prepared) for the adornment of women's hats. It believes that these appendages might be employed most satisfactorily for the decoration of such headgear—especially in view of the present-day restrictions on the use of birds' skins and feathers. When ready, the Bureau proposes to make an exhibition of fishtail-ornamented hats, in the hope that fashion, always eager for something novel and striking, may accept the idea.

Just How We LEARNED TO FAN OURSELVES

THE electric fan is but the natural revolution of one of man's oldest devices. There is absolutely nothing new about the fan. So far back as the records of man were kept, even in the most fragmentary way, fans have been in use to supply artificially a cooling breeze during hot weather.

The first fan was probably a palm leaf, cut with a stone knife to the proper shape. Palm leaf fans are with us yet and will be for a long time. If there is anything in modern use of greater antiquity than the palm leaf fan no one knows what it is. The oldest Egyptian picture writings show these fans in actual use thousands of years ago.

The fan has come down to us in a variety of forms. It has served its purpose as an ornamental piece of dress, a dainty thing of ivory, rare feathers and precious stones. It has passed through various stages of development, from the huge peacock fans of the Egyptians to the India ceiling fan, or "punka," requiring a slave, or attendant, to operate it.

The latest development, and the most wonderful of all, is the modern electric fan.

The electric fan was an American invention, which has been developed within the last few years until millions of fans are in use throughout the world.

Back in the early eighties a New York electrical engineer was experimenting with a small electric motor. In the course of his experiments he conceived the idea that steamboats might be run with electricity if the propellers could be directly connected to high-speed electric motors, doing away with all the gears then in use in steam propulsion. With this idea in mind he had a small screw propeller constructed and fastened it to the armature shaft of his small motor.

To his surprise the experiment resulted in a fine breeze of cooling air, which more than delighted the experimenter, for the day was decidedly hot. It is needless to add that the experiments with screw propellers ended right there, and the engineer took up the study of the electric fan, with the result that he soon perfected the device and it was a commercial success.

Little advance was made until 1888, when a successful attempt was made to connect fans with the new incandescent lighting circuits, each fan to take the place of a lamp. Battery current was too expensive for this ventilating device, but as soon as central station current was available the fans became popular at once, and about 1890 the manufacture of electric fans began in earnest.

A couple of years later the electric ceiling fan was introduced, and since that time the production of desk, bracket, ceiling and oscillating fans has grown by leaps and bounds, and American fans are now supplied to every civilized country on the map.

When NEW YORK Was UNDER WATER

MILLIONS of years ago, in what geologists call the Devonian period, a large part of the eastern United States was occupied by an arm of the sea which extended northeastward from the Gulf of Mexico region into New York State.

The eastern shore of the sea was not far east of the present line of the Blue Ridge and the Highlands of New Jersey and southeastern New York, and still farther east lay a great continent which extended an unknown distance into the area now occupied by the North Atlantic.

The northern shore of the sea was somewhere near a line drawn from Albany through Syracuse, Roochester and Buffalo. The present site of the Catskills was thus near the northeast end or head of this sea or gulf, with land not far away on the east and north.

As the streams washed in sand and mud from the neighboring lands the sea gradually filled up and the shells of many brachiopods and other shell-bearing animals were thus buried in the sand, and their forms preserved till now. By slow upward movement of the earth's crust, the sea was drained from the region and the beds of sand and mud that had been hardene dinto sandstone and shale were lifted thousands of feet above sea level to form a great new land.

The Catskill Mountains have since been carved from this uplifted mass of rock through the cutting of valleys by the streams.

Here's a Way TO CUT THE FAMILY DRUG BILL IN TWO

IN the average country garden are enough specimens of blossoming plants and plants with pretty leaves, which if dried, would each year cut the family drug bill in half. Then why not cultivate the plants for the flower beds that serve the double purpose of being ornamental and practical at the same time?

Take camomile, for example: The plant has an attractive daisy-like flower that blends well with other flowers. Out of the dried flowers one can make a mild tea which, if taken after dinner, quiets the nerves and assures the one with the fagged out brain with an undisturbed night's rest.

If taken in large doses, it serves as an emetic; applied externally for colic and intestinal inflammation, it gives quick relief. After a shampoo if the boiled camomile tea is poured over the hair it lightens it perceptibly.

The lovely verbena is a favorite in every garden. How unnecessary to buy pills for the digestion when the dried verbena blossom, if made into a tea and taken after a meal, corrects the disorders of the digestive organs.

The dried blossom also if burned in little antique jars gives a delightful aromatic odor to a drawing room, a custom practiced by the Greeks, Romans and Druids in their sacred rites.

Like the verbena tea, other teas aid digestion made from the dried flowers of the wild pansy, violets and orange flowers.

Dry the leaves of the labiate herbs, such as mint, sage, catnip and melissa. These homely remedies have fallen in disuse for medicinal purposes, yet their virtues are manifold.

Sage has been employed medicinally from very early times. It is an aromatic stimulant and has tonic and astringent properties. Taken in the form of hot tea or as a gargle it is a cure for head colds and sore throat.

Catnip is a reliable remedy and should be in the garden. Catnip tea is a tonic and excitant.

Europe has a fine specimen of a large leafed rhubarb which is not planted in the vegetable garden, but is placed in clusters as an ornamental plant. The roots are dried and ground into a powder. Rhubarb powder as a drug dates back to 2700 B. C. It is of Chinese origin. It is known for its purgative qualities, purifies the blood and is a good Spring tonic.

If climate permits, trees that are better than many prescriptions should be placed around the house.

The leaf of the lime tree dried is especially efficacious in the form of a tea in breaking up a cold. Pine trees heal the lungs, while the balsam tree has many medicinal qualities, one of which is the soothing effect it has on the nervous system.

SCIENCE NOW KNOWS

How to Make Paper and Silk from Cotton Stalks.

CONSIDERING the fact that in the neighborhood of 75,000,000 tons of cotton-stalks have been destroyed annually as worthless, the possibilities of a plan for converting them into paper and artificial silk are readily comprehended. A plant is now being erected at Greenwood, Mississippi, which will be devoted to the preparation of pulp from cotton stalks, and it is said that owing to the stronger fibres of the cotton-stalk pulp paper manufactured from it is considerably stronger in proportion to its thickness and weight than that produced from the usual wood pulp. The use of cotton pulp is not limited to the making of paper. The stalk fibres have been found capable of withstanding the nitrating process involved in the making of gun-cotton. The fibres also produce artificial silk, motion-picture films, and such chemicals as pyroxylene, alcohol, and acetone.

Why Elephants Fear Mice.

THE reason why one tiny mouse is capable of scaring a whole herd of elephants half to death is found in the fact that in the elephants' native land there are little animals known as chacanas, which feed on a small, sour berry of which elephants are very fond. They live in settlements, something after the manner of prairie dogs, under the berry bushes; and sometimes, when feeding, the elephants trample upon the little towns, and the chacanas, in their fright, frequently run up the tubes of the elephants' trunks. Their long, sharp claws catch in the flesh, and they cannot be ejected. The more violently the monster blows through its trunk, the more firmly the hooked claws of the little animal become embedded in the flesh, and inflammation and death are the result. In captivity, therefore, the elephants think they are in danger of the deadly chacanas when they see a mouse.

Why Some HAIR STOPS GROWING

WHY does some hair on our bodies have a regular growth and require constant docking, while, on adjacent areas of the skin, the hair remains of a fixed length for one's lifetime?

Observation has shown us all that the hair on a bulldog pup grows to a fixed length in a very few months, never any longer, and never requiring clipping. It is also known that spaniels grow long hair which may require frequent trimming; yet, in spite of this, the hair quickly grows to its normal length. Horses whose coats are kept closely trimmed require their periodical trips to the horse clippers, and others whose hair is never trimmed grow only a given depth of permanent coat.

In the case of human beings, nature prescribed certain lengths for the hair on various parts of the body, which were necessary to our well-being. The hair on the head attains the greatest length, the masculine beard is next in proportion, the hair in the armpits follows, then the eyebrows and, lastly, the almost invisible hair which practically covers the entire surface of the body. To accomplish this, the nature of the hair roots, known as follicles, which are distributed over the body, are of varied designs and functions. The follicle in the skin on the back of the hand is of different construction from that in the scalp, just as the life principles of a bush bean is different from that of the pole bean.

The reasons for this difference in systemic construction of the hair follicles are exactly the same as the reasons for the different organic construction of short and tall plants. Nature has adapted the growth of the plant to the surroundings in which it will grow successfully. The bush bean will flourish better in more exposed ground, open to the sunlight, than will the pole bean, which latter may be planted in closer rows or hills.

By this analogy it is easy to understand why the hair follicles distributed over the body should vary in their mission. There is no doubt that, by artificial means, the normal functional development of the human being may be altered, just as Burbank has been enabled to alter the characteristics of certain plants and fruits. If the minute hairs on the arm are shaved constantly, the new crop coarsens and lengthens, merely reacting in self-defence.

The hair growth on various parts of the body is regulated to perform a specific purpose. When we tamper with this growth for centuries we develop new forms. Perhaps this is why baldness is a modern affliction, entirely unknown in primeval periods.

Eventually the human race will probably be denuded of all hair.

YOU MIGHT TRY---

For Your Ferns.

AS ferns grow toward the sun, they should be turned each day to keep them from growing over on one side.

To Make Cutglass Shine.

ADD a little bluing and a few drops of ammonia to a basin of lukewarm water. While each piece of cutglass is in the water brush lightly with a soft brush. Dry with a soft piece of cheesecloth and polish with tissue paper.

When Laundering Crepe de Chine.

WASH the articles in cold water with a good soap. After the last rinsing wring gently, spread on Turkish towels, roll together loosely and put away until dry. Crepe de chine dried in this way will retain its natural color.

To Cure a Cold.

REMOVE the seeds of one medium size grapefruit, put the pulp into one quart of cold water and boil slowly until it is reduced to one pint. Strain and sweeten to taste. Drink one-half the quantity hot just after retiring at night and the remainder cold in the morning. Repeat the second night if necessary.

Motor Car and Motor Boat Section of The China Press, Sunday, May 6, 1917

AUTOMOBILES

SHANGHAI, SUNDAY, MAY 6, 1917

U. S. AUTOS SURMOUNT EXPORT OBSTACLES

1916 Shipments Increased in Value Despite Embargoes Enforced by Europe

Last year the American automobile industry maintained its record of expanding despite unexpected obstacles. During the year Great Britain and Italy prohibited the importation of automobiles and France raised the duty on them to 70 per cent. Freight congestion at Russian ports made it almost impossible to ship cars and trucks to that country except for Government use. At the same time ocean freight rates were abnormally high and cargo space to Europe and the Far East very difficult to get.

Despite these obstacles, which cut off most of the European market for private motor cars—the best previous market of the American industry—the United States exported last year 80,850 motor vehicles aggregating $96,595,861. This was an increase of 16,892 vehicles over 1915, and an increase in value of exports for the year of $1,711,468.

There was a decrease in exports of trucks from 22,094 valued at $59,339,393, in 1915, to 18,903, valued at $52,870,774, in 1916. But the shipments of passenger cars to foreign countries increased from 41,864, worth $35,045,090, in 1915, to 61,947 cars, worth $43,725,087, last year.

Only ten other grand divisions of American exports exceeded in value the automobile exports last year. All other kinds of vehicles—steam and electric cars and locomotives, carriages, wagons, motorcycles, bicycles and aeroplanes—amounted to only $43,668,245. Shipments of horses and mules were valued at $90,761,874.

France was the largest buyer of our motor vehicles last year to the value of $23,279,846, mostly trucks. England's purchases, amounting to $17,083,616, and also mostly trucks, were only half as large as in 1915. Sales to all other European countries decreased from $22,490,725 in 1915 to $14,519,483 last year. European Russia was the third most liberal customer in Europe, taking $8,546,563, representing government purchases almost exclusively.

Canada was a good neighbor, taking cars to the value of $8,965,200, very nearly double her 1915 purchases and almost equal to the purchases of all the rest of the Western Hemisphere combined ($9,567,167).

The Antipodes was a fine market, also. Australia bought our cars to the value of $5,727,233; the British East Indies $3,359,379, and Asia and Oceania, $10,842,305. Thus, the other side of the globe is a better market than the new world, exclusive of the United States, and ranks second only to Europe. This is due chiefly to the fact that it is peopled largely by persons of European nativity or descent, principally speaking the English language.

THE FORD IN THE ISLANDS

Whenever the Philippine proletariat may arrive at that stage of erudition entitling them to the luxuries of third parties, political conventions and official recounts, there is one thing certain, which is, that the Ford car will have been a cogent factor in bringing about such a condition. This is the gist of the statement made by Mr. Howard Long, Superintendent of Schools, Cebu, Philippine Islands.

Mr. Long covers a considerable area of territory in his capacity of school official. On his visiting list are 300 schools, enrolling 31,000 native pupils. The staff of these various institutions is made up of twenty-two American and 550 native teachers.

The Ford, says Mr. Long, is the official car of the Philippine Government.

Shakespeare On Motors

How far can a man get away from his business?

Ask C. H. Larson, president of the New York Oldsmobile Company, who has tried it for the purpose of renewing his acquaintance with William Shakespeare. He is now away from the city for a short period, seeking recreation, principally in the works of the Bard of Avon. How far Larson has succeeded in his temporary divorce from his mainstay may be gleaned from a letter received from him from his refuge in which he states:

"I sought for recreation from business in books, yet I couldn't even escape the motor car there.

"I began by re-reading 'Henry VI.,' Mr. Larson continued, "and in the second part alone I found these interesting comments: 'I will remedy this gear ere long,' and 'The dust hath blinded them.'

"Another quotation applicable to some poor motorist, also taken from 'Henry VI.,' is 'We budged again.'"

Here are just a few more of the references to the automobile which the local Oldsmobile head encountered in the past week in various of the Shakespearian plays:

"'I like the new tire.'"—Much Ado About Nothing.

"'As horns are odious, they are necessary.'"—As You Like It.

"'I'll show these the best springs.'"—The Tempest.

"'As one would set up a top.'"—Coriolanus.

"'Marks upon his battered shield.'"—Titus Andronicus.

"'Had it been all the worth of his car.'"—Cymbeline.

"'And you, sir, for this chain arrested me.'"—Comedy of Errors.

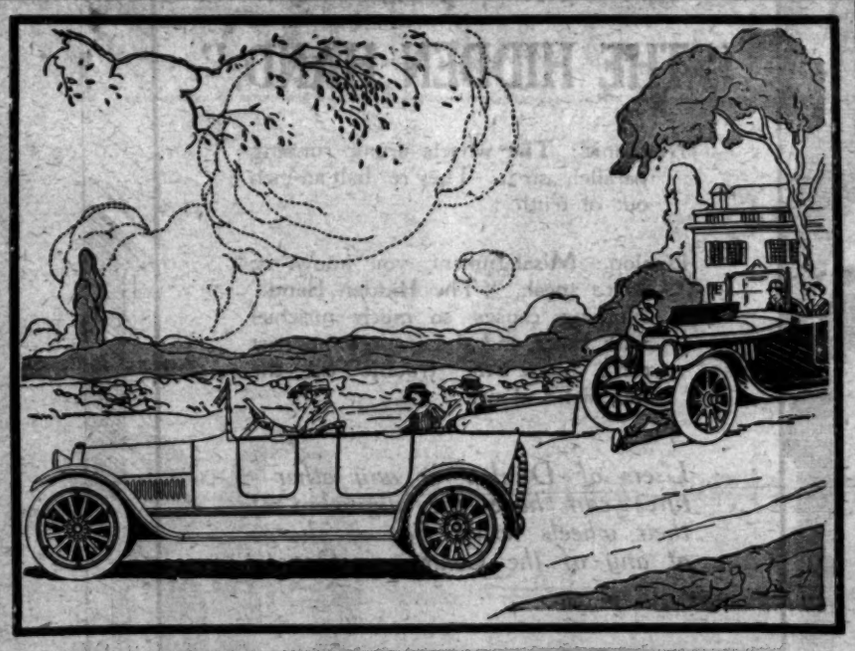
"'Humbleness may drive into a fine.'"—Merchant of Venice.

"'How quickly should you speed?'"—Anthony and Cleopatra.

"'An' 't please you, deliver.'"—Coriolanus.

"'I am out of the road of rutting.'"—Pericles.

"I must confess, however," Mr. Larson concluded, "that the poet had nothing to say of 'Joy riding,' which is one consolation, at least."



Studebaker — an Economical Car

EXPERIENCE in purchasing any high-grade commodity has taught the man of discriminating judgment that the article which is cheapest in first cost is usually the most expensive in the end.

This is particularly true of a motor car.

There are other motor cars selling for a lower price than Studebaker, but careful comparison and investigation have shown that after these cars have been used for any considerable period the Studebaker has proved the best investment.

Motor car repairs are expensive and annoying. The cheap car, being cheaply built, needs repairs frequently while the medium-priced Studebaker is constructed to give long service without the need of much repair. And when repair is necessary the Studebaker is so thoroughly accessible that such repairs can be made at remarkably low cost.

We invite you to come to our showroom and talk this over. We believe we can prove that the Studebaker gives you the greatest value for the money expended of any motor car sold in China.

All Studebaker cars for the overseas market are manufactured at the Canadian Studebaker factory, Walkerville, Ontario.

H. S. Honigsberg & Co., Inc.
Tel. West 1234.

Equipment includes electric lights, electric starter, high tension magneto, Yale lock on dash, Blackmore curtain opener, Khaki hood with leather edge and Khaki envelope, self-ventilating, rain-vision wind screen, individual robe hangers, straight-grained, semi-glazed, genuine leather upholstery, electric signal horn, extra rim, and complete set of tools.

Studebaker

Six Cylinder Taels 2150

Maxwell

A Handsome Car

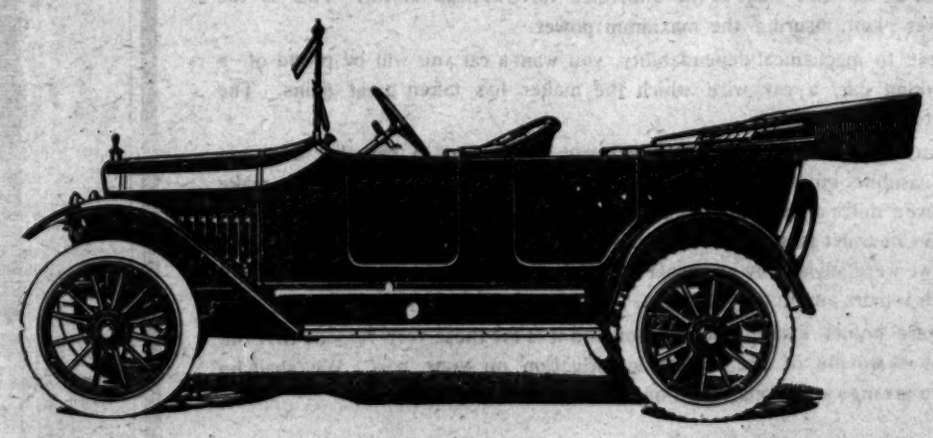
WHEN you pay a fairly large sum for an automobile, why not get a good-looking one—one that you will be proud to own, proud to drive and proud to take your friends out in? Maxwell owners have a just pride in the handsome appearance of their automobile, for Maxwell Motor Cars have the same attractive lines, the same graceful design as the higher priced types.

In addition to good looks you want, of course, a reliable, sturdy and economical car. But there is no doubt in your mind on these points since the Maxwell a short time ago established the World's Motor Non-Stop Mileage Record. Any car that can run continuously for 44 days and nights, averaging 500 miles per day—22,000 miles in all, and without once stopping the motor—is bound to be a well-designed and well-made car.

Any car that can perform such a wonderful feat on an average of one gallon of gasoline to every 22 miles is bound to be an economical car.

ONE CHASSIS—FOUR BODY STYLES

ROADSTER, TOURING CAR, CABRIOLET AND TOWN CAR.



THE EASTERN GARAGE

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DISTRIBUTORS FOR

Maxwell

Little Things Out of Sight Cause Your Motor Trouble

Most of the sources of trouble in an automobile are out of sight. There are a number of places where oil is needed that the average motorist knows nothing about. The hidden parts frequently wear slowly, but constantly, and finally cause trouble, whereas a little attention on the part of the car owner would have saved much expense and inconvenience.

Motorists should know all about the hidden parts of their cars, and Frank Coombs has given a comprehensive statement of facts on the subject in the following paragraphs, which every motorist should study diligently:

"When I look into the condition of a car, one of the first things I do is to inspect the steering knuckles," said Coombs. "These parts are under a heavy load, and although the motion there is not great, it is continual, even when the car is driving straight forward. Very few motorists realise that these parts require a good supply of heavy grease at all times to prevent wear. It is a good plan to screw down on the grease caps at the steering knuckles every time oil is placed in the engine. When the grease cup is screwed down so that it cannot be turned any farther, it should be filled at once. There should be enough grease there to keep forcing it out all the time, so that grit cannot collect in the bearings.

"Under the flooring boards there are a number of important parts that should be attended to frequently; but because they are out of sight, most car owners never think about them. First of all there is the universal joint. The motion in this joint is not great, but the load is heavy and continually applied. One or two of the latest models have the universal joint protected by a housing which should be filled with heavy oil. The universal joint will then take care of itself for a month. It should be inspected, and the oil renewed, at least every 30 days.

"There are some universal joints, however, that are supplied with grease cups, which need attention every time the car is used; just as much as the oiler in the engine.

"Then there are the levers and arms which control the clutch and brake, the accelerator and the self-starter under the floor boards. They all have bearings, used frequently enough to necessitate their being kept lubricated. This specially applies to the cluth and brake linkage. Usually this linkage has no means of lubrication other than oil holes into which a drop or two of oil can be placed. But it does not last long, and these parts really should be oiled every time the car is taken out. This is also true of the brake linkage on the rear axle. Often no provision is made for oiling at this point. It is simply a matter of circulating oil around the joint and letting it work in. If the brake linkage wears and weakens and it becomes necessary to apply the brake suddenly and with extra force in an emergency, the linkage will often give way.

"Wheel bearings should run for six months if they are properly packed, but the only way to tell whether the bearings need attention is to inspect them, and it is well to look them over regularly. When inspecting the rear wheel bearings, if the construction is the type where the wheel hub is keyed onto the shaft, always look at the key to see that it is tight.

"There are two dangers when the key is loose. One is that the keyway becomes rocked out of shape and can not be fitted tight again. The other is that shaft and key become worn so that a tight fit is made impossible and, of course, the only remedy is to replace both. This condition often will account for a knocking or rattling which will be felt throughout the car and the cause often be supposed to be located far from the real place. For instance, in one case the driver thought the knocking was in the gear case, until I showed him the loose hub. The spring leaves need lubrication once a season. Tools are sold for separating the leaves enough to apply a lubricant made especially for that purpose.

"Another part which shows hard wear quickly is the valve push rod guide, especially the ones of the forward end of the motor. Dust blowing over the radiator collects on the forward guides and wears them rapidly. This condition is indicated usually when the crank case becomes covered with oil blown up from the loose joint. Modern designs have taken care of this to a large extent by inclosing the push rods in a casing, and, many owners have put in housings when they discovered the difficulty. Overhead valves, worked by a rocker arm, must be lubricated every time the car is taken out. The lubrication is not included in the ordinary lubrication scheme of the engine, but must be done separately.

"Careful attention to these minor points will result in greatly lengthened life for the car, and in a much higher value when it is traded in for another car."

MOTORCYCLE COMPANIES PLANNED BY AMERICANS

War Department Encouraging Volunteer Units for Courier and Front Line Service

The motorcycle riders of the United States do not intend to be left behind in any preparedness campaign that may result from the present international crisis.

Already there is a well organised movement on foot to start a company of motorcycle volunteers in every community in which 25 or more riders can be gathered into a company.

The promoters of the plan have received an unqualified indorsement of the value of the motorcycle in military organisation from the War Department. Ralph A. Hayes, private secretary to Secretary of War Baker, in an answer to a letter written Secretary Baker outlining the plan for the organisation of motorcycle volunteers, says:

"Doubtless in case the present crisis should unhappily become more acute, the services of motorcyclists would be very necessary and valuable. The experience of the contending forces on the other side of the ocean demonstrates that motorcycle forces can and must be used for service which would be less satisfactorily performed by any other branch of the service."

Capt. Davis, assistant quartermaster in charge of the entire Southern district, in a recent interview said of the motorcycle forces on the Mexican border:

"Motorcycles have proved very satisfactory in service on the border. All of the officers want them, and if war should come we will have to have very many of them."

With these indorsements it is believed that it will not be difficult to interest the riders to form local organisations so that they will, at least, be partially prepared should their country need them.

U. S. Mobilising Motor Trucks

In case war comes the 18,000 motor trucks in New York and immediate vicinity will play an important part in the transportation of the troops.

The United States is equipped in private industry as never before for furnishing to the army and navy almost everything that might be needed.

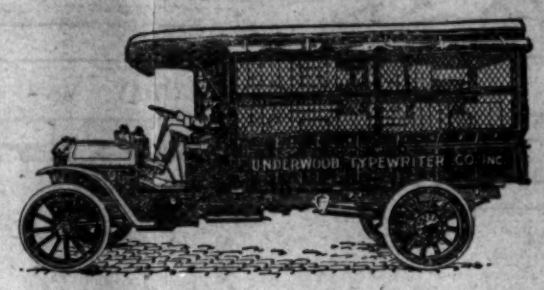
The European war and the Mexican campaign have taught many useful lessons as to the capabilities of the motor truck as an important arm of the national defense.

A force of 500,000 men requires over 8,000 trucks of 1½ ton capacity. The United States Government favors the 1½ ton truck on account of its ability to traverse the ordinary bridges without breaking them down. To attempt to use trucks of three tons and over spells disaster.

The tactical unit of an army, a division consisting of 22,000 men, requires 175,000 pounds of food a day and the task to handle this problem of transportation is great.

The 3,500,000 pleasure cars and trucks in this country have the ability to carry 15,000,000 troops twenty miles a day. With animals the average march is eighteen miles a day, and with a total distance of seventy-five miles from the base 780 wagons would be required. With motor trucks of about two tons capacity the work could be done with 120 vehicles. It has taken some time, but now the motor truck is coming into its own.

FEDERAL LORRIES



Acknowledged Superior

Such firms as the American Express Co.—Standard Oil Co.—Parke, Davis & Co.—all own FEDERALS.

FEDERALS have earned a world-wide reputation, and today they are operating in many lands, everywhere giving satisfaction to their owners.

These firms are known internationally—and when they selected motor lorries they purchased FEDERALS because they are recognized leaders the world over.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN U. S. A.

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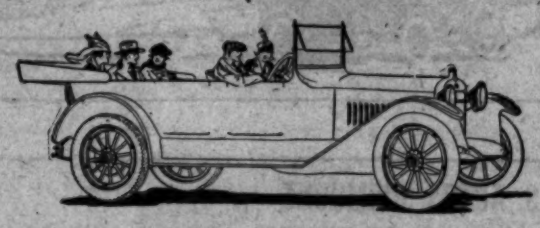


50.8% Will Have No Other Car

The experience of the great body of Hupmobile owners backs up the widespread idea that motor car economy and the Hupmobile go hand in hand.

Real economy is not merely low operating cost, but low maintenance costs—and there the Hupmobile leads. It keeps out of the repair shop. It stays in commission, with the fewest delays and lay-ups.

And that means quality in the car.

So Hupmobile owners are satisfied. They expected economy when they bought. They get what they expected.

And satisfied owners are conceded to be a pretty valuable asset for any motor car manufacturer.

Our records prove that more than fifty per cent of our yearly output is sold to former Hupmobile owners who find our car best for the cost.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m m bore, 140 m m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base 119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province

THE CENTRAL GARAGE CO., LTD.
2a Jinkee Road, Shanghai
DISTRIBUTORS

To Those Interested in Automobiles

You show good judgment in interesting yourself in a Chevrolet. It proves you want to enjoy motoring with the minimum expense.

For here is a car that will meet with your approval in every way possible.

It will do anything that any other automobile will do and it will do it at less expense.

Just what do you demand of a motor car?

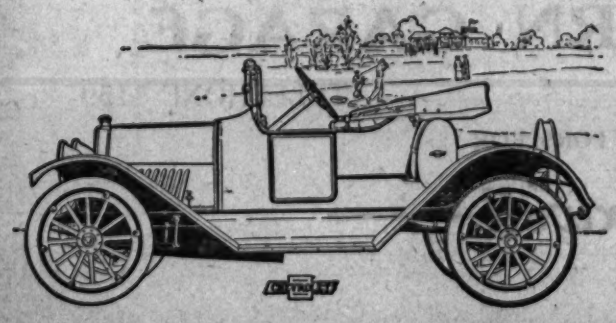
First of all, you want mechanical dependability. You want a car that you can depend on. You want to feel sure of it. The Chevrolet is such a car. It has made good with nearly a hundred thousand owners.

And do not lose sight of the Chevrolet valve-in-head motor. This is the ideal power plant, insuring the maximum power.

Next to mechanical dependability, you want a car you will be proud of—a good looking car, a car with which the maker has taken great pains. The Chevrolet is such a car.

You are interested, too, in the expense. You want a car that does not eat up gasoline quickly. It is a common thing for the Chevrolet to make twenty-seven miles on a gallon of gasoline. Your upkeep is therefore very small. Owning a Chevrolet is never a burden. Our records prove this claim. Only recently we were advised by an owner of having travelled over thirty thousand miles with repairs amounting to $2.11.

These points mean much to you and it is for these very reasons that the Chevrolet is worthy of the closest investigation on your part. We shall be pleased to arrange a demonstration on request.



The
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Tel. West 1917

"THE HIDDEN HAND."

Mechanic: The wheels aren't running parallel, sir! They're half-an-inch out of truth.

Dunlop: Misalignment, you know, is, so to speak, "The Hidden Hand." Nothing causes so much mischief with tyres, and the average motorist can't locate the trouble till the mischief's done.

Users of Dunlop—or any other—tyres can have the alignment of their wheels tested free of charge at any of the Company's Depots.

DUNLOP RUBBER CO., LTD.,
FOUNDERS OF THE PNEUMATIC TYRE INDUSTRY,
20 Kiukiang Road, Shanghai
Phone 2248 Cables: Pneumatic.

Everybody is buying BUICKS

(THE ECONOMICAL GASOLINE CONSUMPTION CAR)

All previous Shanghai automobile sale records have been broken during the past four weeks. More BUICKS have been sold by us in that period than the average garage imports of other makes in one year.

Price is not everything!

Buy the car that has electric lights, electric starter, and all the rest of an up-to-date equipment.

Only one BUICK is left

out of the last shipment. If you lose the chance of buying that one, you must wait till the 23rd instant, when there will arrive

30 BUICK ROADSTERS AND TOURING CARS **30**

FOURS AND SIXES

The largest shipment of any one make of car that has ever reached Shanghai.

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HONIGSBERG Buick SERVICE

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We have more spare parts in stock than all the other Garages put together.

Hudson Doubles Production

The interest in the Hudson Super-Six hitherto has altogether been focussed on the motor. It became an enigma in 1916. For more than a year it pre-empted the entire attention of Hudson purchasers, almost to the exclusion of other excellencies in the car.

Upon its introduction claims were made for the Hudson Super-Six that sounded absurd in the light of what was known of motor possibilities.

And then it verified. Record after record fell. Within a remarkable half year the Hudson Super-Six broke records throughout the whole range of motor car performance, which represented the supreme endeavors of the world's greatest cars.

Hudson performance so thoroughly engrossed attention during the first year of the Super-Six that even the advertising compaigns neglected to give consistent prominence to the car's other great features. The previous enviable reputation of the Hudson Company as a builder of cars was not appealed to. The Super-Six was sold from the standstill start of an unknown car practically on performance alone, to 32,000 purchasers.

This year the Hudson advertising plans will give deserved attention to other great points of the car, notably the design, which was a distinguished feature of the early Hudson cars and which has been advanced steadily.

The Hudson Company was the first to formulate a distinctive motor mode. It escaped from the early chaotic potpourri of car design and set a definite ideal of mode. Today it is the largest builder of chauffeur driven cars in the world.

It is building a far greater number of these luxury cars this year than ever before. This is partly because the company apprehended the greater favor into which the closed car is coming.

In the smartest circles last year the closed car was used throughout the year, because of its appearance and because it afforded greater cleanliness to the occupants as well as protection from the glare of hot summer streets. This year they will reach a greater clientele. It is evident already from the great demand.

The Hudson limousines and town cars this year capture beauty and serviceability with remarkable felicity. The upholstery is done in a new tone effect. French enamel, a merchandise handed only by jewelers, is used in the finish of the handles, the telephone and time piece. The interior lighting is diffused through specially tinted glass.

There are also such closed types as the touring sedan, the cabriolet and the town car landaulet, all of which have a wide vogue.

The Hudson Company is introducing a new type of car within the next month, the Four-Passenger Speedster, built on low racy lines. Many advance orders for these cars have been given on the picture alone. The chassis is the same as in other Hudson cars. The wheels are smaller—32 by 4½.

It is not expected that the Phaeton will ever be displaced wholly by closed cars, but it will be observed that for city use the town car and limousine hereafter will dominate.

The Hudson Company expects this year to encounter as it did last year a greater demand than it will be able to supply. For that reason despite the obstacles presented by the Detroit freight embargo, it has been sending great numbers of Super-Sixes, by express and in overland caravans to dealers and distributors, to be prepared for the heavy buying months.

At The Auto Show

Here is a splendid car, I said,
Unto the partner of my joys;
It can be backed or shot ahead
Without the slightest bit of noise.
It does all any car can do,
Though not the most expensive make.
Now shall I purchase this for you,
Or would you rather have a steak?

And here's another that attracts
Attention everywhere it's seen,
At any speed you wish it acts
As well as any limousine—
And here you see the driver's seat
Allows sufficient room for legs;
Shall I buy this for you, my sweet,
Or do you choose a dozen eggs

This model is a work of art,
There's luxury in every line,
The simplest and minutest part
Proclaims a workmanship that's fine.
Three in its cushioned seat may sit
And not be forced to crowd or jam.
My darling, shall I purchase it
Or would you rather have a ham?

Eight cylinders this car propel,
It glides along without a jolt;
This is an outfit ultra-swell,
Behold each silverheaded bolt
And see up there for summer flowers
An irridescent cut- glass bowl.
My darling, shall we call it ours,
Or shall we spend the coin for coal?

How To Keep Spark On Jump Told By Expert

Widening Gap Of Spark Plug Will Help to Overcome Skipping at Low Speeds--General Advice For Obtaining Nice Adjustment

By H. C. Brokaw
Principal West Side Y.M.C.A. Automobile School.

Motors are a good deal like men. Very many of them, when everything is wide open and they are hitting it up at top speed, have excellent performance, but spit and sputter and knock a bit when compelled to travel at a lesser pace.

This is not moralising, but the natural deduction from the complaints which are coming to our school. A great many drivers want to know why it is they cannot throttle down the engine; they say it will pull well at medium or high speed, but skips at the lower speeds.

Where magneto ignition is used this often may be overcome by adjusting the interrupter points for a little wider gap. That makes the interrupter points open a little earlier and causes the spark to occur when the magneto armature is in a more favorable position, and the spark, therefore, has more "kick" in it.

The interrupter points usually are adjusted for normal running speed, or a little higher than medium speed. Increasing the number of revolutions per minute of the armature causes a distortion of the magnetic field, which tends to follow the armature. This distortion is not so great at lower speeds. To overcome the distortion, which in effect twists the field around so that the points do not open at the period of greatest current potency, we must change the time when the points open and cause the spark; therefore, to get the best spark it is necessary to have the points open earlier. Widening the gap between the points accomplishes this. If the engine misses at high speed we close the points a little to make the opening come later and when in better armature position, the action being just the reverse of the foregoing.

Widening the gap of the spark plug also will help to overcome skipping at low speeds. At low speeds a full charge of gas is not drawn in and compression is low and temperature low in consequence; the mixture is not so near the self-ignition point when the spark occurs as it is at higher speeds. Therefore, a better spark is needed to ignite it. By widening the gap in the plugs the secondary current is held back until it acquires high enough potentiality to jump the greater gap; so that when it does occur an exceptionally powerful spark is obtained.

This may be demonstrated with the use of a vibrating coil. Set one of the cylinders on top of compression ready to ignite. Turn on the current and, while the vibrator will buzz, the spark inside the cylinder is not strong enough to ignite the charge. Now detach the spark plug wire and hold it close to the outer plug terminal and turn on the current. The extra gap will increase the strength of the spark in that cylinder and it will ignite the charge, starting the engine. This has led to the use, in some instances, of outside spark-gap attachments.

Widening the gap and getting a longer spark is not what ignites the charge. It is simply that the greater gap causes the current to build up to a higher pressure, or voltage, before it will jump the gap, so that when it does occur it is of greater intensity.

There are several other things about sparking not generally understood by the novice. The general opinion is that the greater insulating surface of a plug there is inside the cylinder the less likelihood there is of short-circuiting and consequently the more certain will be the spark occurrence. This is only partly true; it is true so far as short-circuiting is concerned, but where the surface is too great and soot or carbon is deposited upon the insulator surface the carbon acts as a condenser and absorbs the secondary current. The effect is that it will not build up a sufficiently high voltage to jump the gap. Very heavy insulation on the secondary wires absorbs current in the same way.

The fact that the spark jumps across the points of the plug when it is in the open air does not necessarily mean that it jumps when the points are under compression in running conditions. A current which will cause a spark to jump a half inch in the open air will only cause it to jump a gap of 1-32 inch under normal running compression. Failure to appreciate this often results in a man thinking his ignition is all right when there may be a crack in the insulation so small that it scarcely can be seen with the naked eye when cleaning the plug, or there may be a porous spot in the porcelain, either of which would leak current under compression. Many manufacturers test out the porcelains to see if they leak, using a spark gap of ¾ inch under a very high voltage.

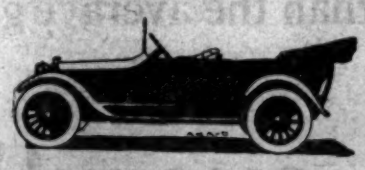
If there is carbon on the porcelain the current will travel through this under high compression very often, because there is less resistance offered by the carbon than by the spark gap. It short-circuits the plug and there is no ignition. Yet, when the same plug is removed and tested in the open air, there will be a good spark; the resistance of the gap in the open air would be less than the resistance offered by a path through the carbon coating.

If, on testing a plug in this way, there seems to be a good spark, yet the cylinder will not fire, clean the plug thoroughly and try it out in the cylinder. If it still does not fire try a plug which you know is all right and see if it fires. If it does, you may know that the old plug leaks current somehow and probably needs a new porcelain. It is a common error with motorists when cleaning a spark plug to polish up the points and call it a job. What is really required is to remove all of the carbon, which is a fair conductor of electricity, from the porcelain or mica and get it back into the insulator class again.

The conditions which allow the adjustment of the interrupter points to accommodate certain speeds in magneto ignition do not arise when battery ignition is used. Battery interrupter points usually are adjusted for an opening of 1-64 inch and the gap at the spark plug points must be greater usually than when magneto ignition is used, because the spark given by battery systems is naturally of less volume than that given by the magneto. Therefore the gap must be greater to intensify the current, as described.

The interrupter points sometimes become coated with an insulating glaze, composed of oxides and dirt hammered by the action of the movable interrupter point or hammer. The points will have the appearance of being all right; there will be no pits or points; nevertheless, there may be enough insulating material there to keep the current from flowing, and no spark will occur in consequence. The points may be cleaned by inserting a very thin file between the points when they are open and then allowing them to close on the file, being held together with no more pressure than the spring exerts, and working the file back and forth until the glaze is removed. It is necessary to have a flat surface, so that care in the use of the file is needed; and, as platinum is more valuable than gold at present, it will be apparent that as little filing as possible should be done.

The condenser is another point of possible trouble. The condenser increases the volume of the spark about twenty-five times. We often find that a weak spark may be caused by a partial breaking down of the condenser, or occasionally to the fact that it is disconnected at the terminal. Condensers usually are hidden away so that the novice cannot locate troubles of this nature, but an excessive sparking at the interrupter, or vibrator points, with a very weak spark at the plug points, indicates that the condenser is not working properly. Where there is this sparking have an expert examine the condenser for trouble.



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200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.
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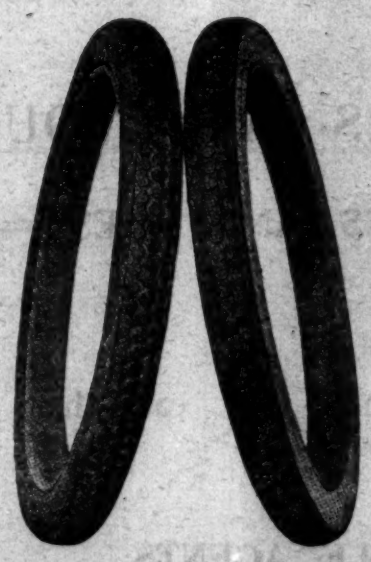
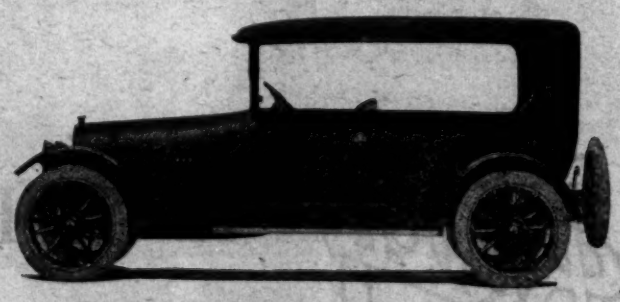
The "Red Top" is proof against skidding and side-slipping, and the heavy, tough tread makes for liberal mileage and endurance.
The "Red Top" is the result of more than 16 years' experience in building quality tyres only, and all that it means in the way of a perfect product.

THE SMARTEST, MOST ATTRACTIVE AND EFFICIENT TYRE EVER MADE.
We have just received a new, big shipment of these handsome, stylish tyres with red tops. This extra value of fine appearance, coupled with most miles per dollar, is winning new Fisk Tyre-users daily.

Let us equip your Car.
SOLE AGENTS:
THE STAR GARAGE CO.,
125 Bubbling Well Road
Telephone West 197.

THE 1917 "CHANDLER-SIX"
All the Latest Features in Automobile Construction.

SEVEN-PASSENGER TOURING CAR
POWER—Ample to take this car, loaded, anywhere that any automobile can go.
SPEED—More than 999 out of every thousand car owners would ever want or dare to use.
MOTOR—The marvellous Chandler Motor, built in the Chandler factory for three years past and famous the world over. Free from any hint of experimentation.

CHANDLER SIX, WITH CONVERTIBLE SEDAN BODY.
SOLE AGENTS:
THE STAR GARAGE CO.,
125, Bubbling Well Road
For demonstrations, 'phone West 197

STYLE GREAT CONCERN OF MOTOR INDUSTRY

Development To Be Along Line of Refinement In Design, Says Expert

Style will be the principal concern of the automobile industry during the next few years, is the opinion of an auto expert. He says:

"The first few years of automobile development were naturally along the line of making the motor car reasonably dependable. This phase was followed by a period in which the big task was that of bringing down the cost of the automobile through large scale production and standardising of parts and processes.

"Now that this work has been done, the automobile industry is entering a period of refinement. The style competition that has hitherto been confined mainly to the high priced field has extended to the medium priced and even the low priced field.

"During the next three or four years I look for a marked improvement in the style of all motor cars but notably in the medium priced field.

"While I believe that competition will again reduce prices when the conditions now prevailing have passed away, I do not look for a general return to former prices. Instead, I believe that manufacturers will tend to maintain prices, but add to the refinements of their cars when lower costs make this possible. The car-buying public has been educated up to regard as necessities, in medium priced cars, many features that only a little while ago were found in high priced cars.

"In the medium priced field the next few years will show a marked increase in individuality in design. The excessive standardisation which marks the low priced field will likely continue, but instead of monotony in the medium priced field there will be a greater variety of design than there is today. Already there is a marked degree on the part of the medium priced car buyer to look around for cars that have some individuality. Once upon a time the ownership of an automobile was in itself a badge of distinction. As automobiles have become more common, people are looking for cars that are different. As some of them put it, 'I don't want a car that is just like everybody else's.'"

PACKARD TRUCK PAYS FOR SELF IN FEW MONTHS

"One of the very best ways to gauge the earning possibilities of a motor truck," says R. E. Chamberlain, truck sales manager of the Packard Motor Car Company, "is to determine how much a truck will earn when employed in the express or general haulage business. In that line, if it fails to earn more for the goods it hauls than it costs to maintain and operate it, the owner is doing business at a loss.

"Of the hundreds of expressmen in this country operating Packards at a substantial profit, perhaps there is no better example than the Baltimore and Belair Auto Express, Baltimore. Its owner, G. E. Biddison, started out three years ago with only a few hundred dollars. With this he made a payment on a Packard truck. In a short time he had the truck paid for. Then he bought another. Today he owns seven silent chainless Packards every one paid for out of the profits of the business and he is well on the road towards a substantial life competence.

"The achievement of this company is all the more remarkable because it is competing with two great railroad systems, the Pennsylvania and the Baltimore and Ohio, serving many towns along those two roads. Yet it has all the work it can do and often is forced to employ trailers to handle the large volume of goods it is called on to deliver.

"Towns thirty miles from Baltimore are served regularly by the Baltimore & Belair express, and it has moved families even as far as Pittsburgh. General freight and supplies are hauled out of Baltimore, and farm and dairy produce are transported in on the return trip. Paying loads are thus carried both ways.

"The fine success of this company and of many other expressmen emphatically proves that a Packard is the truck for the man with limited capital because he can make money with it."

SUGAR MARKET BRISK

But Being Between Seasons, Prices Aren't Increasing

The sugar market in Japan displays a degree of briskness, but is between seasons at present. Accordingly, no large rise has been recorded in prices. However, in New York Cuban sugar is stiff. According to a cable report to Masuda and Company immediate delivery is quoted at $5.19 and May delivery $5.29.

In Manila, according to a consular report, the market is steady and prices are up 50 cents. The export of sugar for America, Japan and Great Britain has been stopped, but China is still buying there. The season's output in the islands is anticipated to be less. Sellers in these circumstances will not part with their holdings at low prices.

CHEVROLET WINS NEW DISTINCTION

The latest achievement of the "little four" Chevrolet is the climbing of Mt. Hamilton, California in high gear.

To prove to his own satisfaction the power, endurance and economy of the car, J. W. Leavitt, recently appointed distributor, piloted one of the sturdy little machines to the summit of the famous mountain. He was accompanied by his wife.

Mr. Leavitt visited the California factory and, taking a car that had just been turned out, drove away in high gear. In making the 365 turns and in climbing the steep grade to the very entrance of the observatory not once did the engine labor.

Leavitt left the factory at Oakland at 1.30 o'clock in the afternoon. He reached the summit of the mountain in high gear and returned to San Jose for dinner that evening, arriving at the Garden City at 8.15. After dinner he and Mrs. Leavitt drove from San Jose to their home in San Francisco, in just one hour and forty-five minutes.

Three Super-Sixes Added To Japan's Imperial Fleet

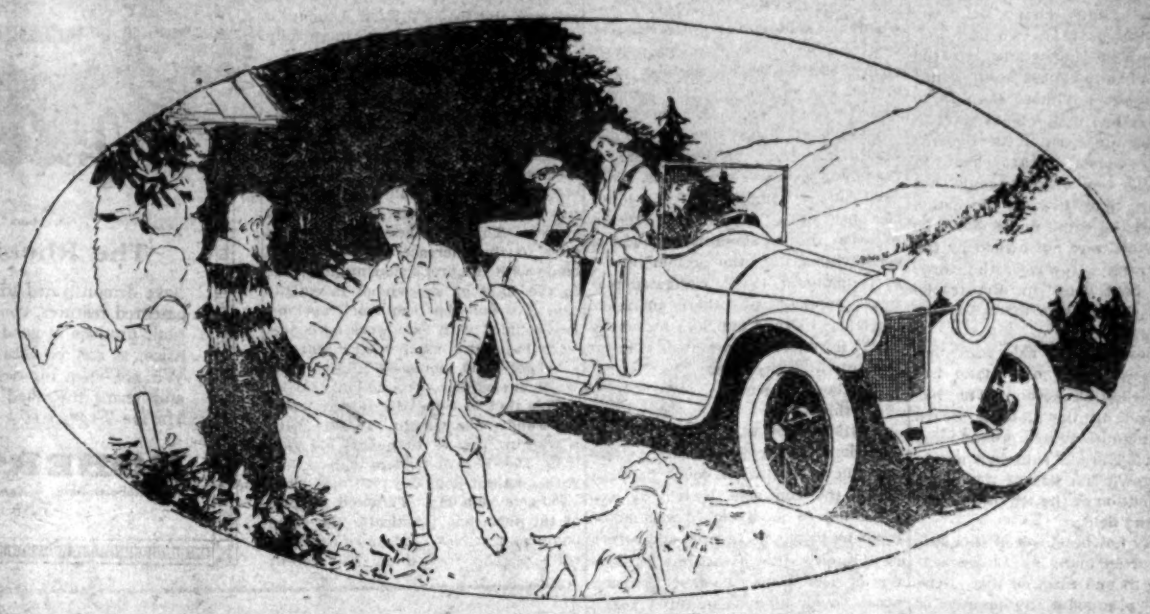
The Emperor of Japan rides in a Hudson Super-Six. It is the only American built car attached to the imperial household.

The first Hudson Super-Six—a limousine—was purchased for the imperial household a month ago from the Japan Automobile Company, Hudson distributors in Japan. Within two weeks two others were added, a town car and a town car landaulet. They are for the Emperor's personal use, and it is reported that the selection was dictated by him, although of course attaches of the household made the purchase.

The prestige according to the Hudson Super-Six in Japan through its selection by the Emperor can scarcely be estimated by Americans, unless they know the idolatrous esteem in which the ruler is held by his subjects.

Scripps-Booth

25 H.-P. Four-Cylinder Roadster



The Ideal Car For Shanghai!

Yields 20 to 25 miles to a gallon of petrol

MONTHLY ARRIVALS

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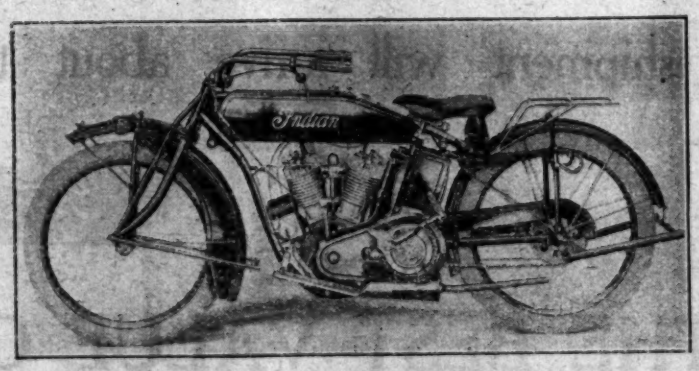
Indian Motor-Cycles

1917



Models

We have received a shipment of the above, and only a few remain unsold. Early application is desirable.

SOLE AGENTS AND DISTRIBUTORS

FOR SHANGHAI AND YANGTSZE VALLEY

THE EASTERN GARAGE

Telephone 1159

4 Soochow Road

AMERICAN AUTO RACING RULES CHANGED

New Regulation Will Increase Number of Entrants In Important Events

The Contest Board of the American Automobile Association has made several important changes in the racing rules for 1917, two of which are of utmost importance to the drivers and to the sport itself. Until two years ago not more than three cars of any one make could start in a speedway race. After the Decoration Day race of 1915 held in Indianapolis one entrant could not name more than three of one make, but five of the same make could be entered if all were not owned by the same entrant. However, the three car rule held good on dirt tracks after the change was made for the speedways.

Now, however, the rule regarding the number of any one make has been discarded altogether. This has been forced on the Contest Board by the manufacturers abandoning the sport. The old rule was put in to keep down the size of the fields. The elimination of the regulation will increase the fields.

One may not be surpised this season to find as many as 12 Duesenberg cars in one race, as this is the only plant producing any quantity of racing cars at present, although several others are getting under way.

The second important change is one that the drivers will welcome, although some may not take kindly to its restraint. The passing rule on speedways has been amended to read: "On speedways with highly banked turns an overtaking and passing line will be painted at an arbitrary distance from the outer edge, varying with different speedways and determined by a committee of leading drivers appointed by the Contest Board, below which cars must drop to permit overtaking cars to pass. A failure to comply with this requirement will result in disqualification."

This rule has been designed both for fair play and safety. Many drivers would ride too high on the banked turns if they thought they could pass the other fellow, and this might mean disaster for the fellow taking the chance, and the centrifugal force pull his car over the outer edge or into the guard rail. If the new rule is followed closely even in the heat of a contest it should prevent accidents of this nature, as the drivers in sane moments will preserve the correct margin of safety.

THE DANGERS OF GASOLENE

One Should Know What He Must Not Do

"Familiarity with gasolene should not make one less cautious of the dangers attending its use," says the president of a New York Automobile School. "While it is well to know the safe side of gasolene, it is far more important to know the dangerous side. People who handle gasolene continually are apt to overlook the fact that danger is always present, lurking unseen, but ready to work harm as soon as the conditions are right for an explosion or a fire.

"Probably the greatest danger comes from the fact that the vapor is very heavy and colorless. Since it cannot be seen, there is little indication of its presence. It may accumulate at the bottom of a closed room or on the floor of a garage until some one drops a lighted match and sets fire to it. When allowed to accumulate in this manner its explosive power is tremendous. I havt seen the wall of a brick building blown out as the result of an accumulation of gasolene vapor in the cellar. A lighted match caused the trouble.

"It is evident, then, that care must be taken to avoid such accumulation. Keep the premises ventilated so that the vapor will be dissipated as fast as it is formed. Do not spill gasolene, being especially careful while filling tanks. One of the most dangerous devices is a gasolene sprayer, used in cleaning the motor. It should never be used in a garage, and is not safe even in the open air. The operator sprays the gasolene on different parts of the engine as he uses the brush. By this process enormous quantities of vapor form which travel to a considerable distance seeking a flame. The operator cannot help breathing some of the mixture, which is injurious."

Goodyear Tire Company Working to Reduce Cost Of Tires to Motorists

Last year the motorists of the United States took from their wheels and replaced some 9,000,000 tires, which had apparently run their course, representing an original expenditure about $300,000,000, according to a statement just issued by the National automobile Chamber of Commerce.

The cry of the car owners who discarded this great multitude of tires is for better tires, less tire trouble, fewer tire changes, longer tire life, lower cost per mile. Yet, through the application of the simplest methods of conservation, at the command of every motorist, it is estimated that fully one-half of this enormous mortality in tires and loss in money might have been prevented. Thousands of these tires were replaced because they had passed away before their time.

If $150,000,000 of the nation's tire bill could be saved annually, five magnificent highways could be built across the continent each year and the nation so honeycombed with motor roads as to put every nook and corner of it in direct touch with the big centers of population. Another Panama canal could be built in three years, the national debt lifted in seven years, or a fleet of ten first class battleship built for our navy each year.

Through the establishment of service stations throughout the country the Goodyear Tire and Rubber Company has set about to combat the conditions that have been costing so much money and worry. Each of these stations is equipped to help car owners to get the most possible mileage and reduce the tire cost per mile to an absolute minimum.

Packard Acroplane Engine Nearly Ready

The 200 horse power aircraft motor which the Packard Company has been developing in the past two years is about ready to take flight. The process of installing the engine in specially constructed planes is now going on rapidly, and the first ascension probably will be witnessed within a fortnight.

Final work on the motor has been hastened by developments in the international situation that may create an urgent need for aircraft in America.

The flying tests of the new engine will be made at the Joy aviation field, near Mount Clemens, Mich., where there are unusual facilities for trials over both land and water.

W. B. Stout, chief engineer of the Packard aircraft division, says that the machine will not be capable of more than ninety miles an hour because of the peculiar construction of the planes made for it, but it will be capable of mounting quickly to great height. His observation is that the machine promises ability to ascend with at least six persons.

The test probably will be conducted by Frank Coffin, an aviator of note and aeronautic engineer.

KEEP FEET OFF CLUTCH

One of the many mistakes which beginners frequently commit is to rest the feet on the clutch and brake pedals. It wears out clutch collar, making it noisy, and may cause brake to drag, wearing it also. The best position is to have both feet near the pedals ready for instant use.

FLIV AND LET FLIV

Mother's got a flivver, and she's learnin' how to "steer; it wobbles, and it wiggles, and it acts most awful queer; she runs it in a circle, and she tries to climb the trees, she kills the ducks and chickens, and upsets the hives of bees. It bucks and tries to throw her, though she tries with all her might, the posie beds are ruined, and the garden is a sight; the fence is all in splinters, and the house is shy a door, because, you see, my mother never drove a car before.

FORD PLANT PROVES EIGHT-HOUR DAY ADDS TO FACTORY'S PRODUCT

Since the Ford Motor Company, in January, 1914, adopted the eight-hour working day, the plan, regarded at that time as an experiment, has been generally adopted throughout the country and seems to be increasing in favor as its value becomes more fully known.

For skeptics, however, a few concrete illustrations taken at random in the Ford factory as well as testimony of employes working under the system should prove convincing. Immediately after the eight-hour plan went into effect a voluntary increase in production of about 15% was shown. This may have been due in part to the increase in wages that came with the profit-sharing plan, but in the light of subsequent investigation it seems that the short working day coupled with safe working conditions brought a much higher state of efficiency—and increased efficiency always means more production.

This fact is especially noticeable in the Fender department. In 1914, with a working day of 10 hours, 160 men built 2,000 sets of fenders daily. Now with an eight-hour day, 174 men build 3,000 sets each day. This, too, in spite of the fact that practically the same equipment is now used and further in spite of the fact that the present fender is much more difficult to make than that used previously.

To secure maximum production a workman must be fitted for his particular job; he must perform his part with spirit and enthusiasm; he must have a mind free from outside care and annoyance that he may think of the best and quickest way— that he may think, think, think, all the time of the safe way to perform his part. Such conditions make for efficiency and production.

Ford accidents have decreased 80% in the past year alone, in the face of a 100% gain in the number of employes. The Ford spirit is responsible for this wonderful showing. Exactly what part the eight-hour day has taken in producing these results may never be known, but employes all say that it has been a large part.

ROBERTS MOTORS FOR BOATS

16 H. P. Bore 3 1-2 inch Stroke 4-inch — 8 H. P. Bore 3 1-2 inch Stroke 4-inch — 4 H.P. Bore 3 1-2 inch Stroke 4-inch.

The Rboerts 2-Cycle Motors

have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce as good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specificati ns and terms furnished on application. *Roberts Standard Marine Type, 4-16 h.p. Heavy duty, slow speed, 8 h.p.*

ROBERTS MOTORS

1600 Roberts Bldg. *Export Department* Sandusky, Ohio, U.S.A.

Cable Address: "ROMOCO"

Insure Your Motor-Car

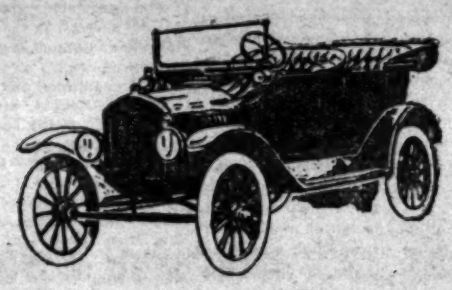
with the

Java Sea and Fire Insurance Company

8b Klukiang Road: Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

At Tls. 875



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FORD TOURING CAR

with regular standard equipment, ready for the road, and with standard Ford factory guarantee

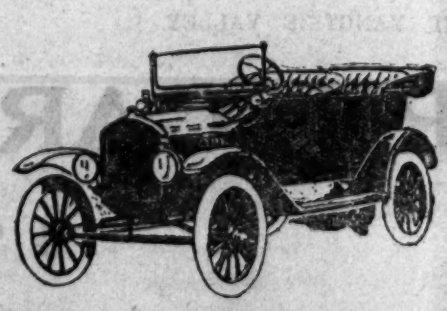
is such a bargain that our announcement last week resulted in nearly all our stock being sold. A new shipment will arrive about the middle of the month.

Ford THE UNIVERSAL CAR

THE BEST VALUE ON FOUR WHEELS

Come in and inspect the new model. We shall be pleased to demonstrate it for you.

We maintain a full supply of FORD PARTS, and our service station is always at your command.

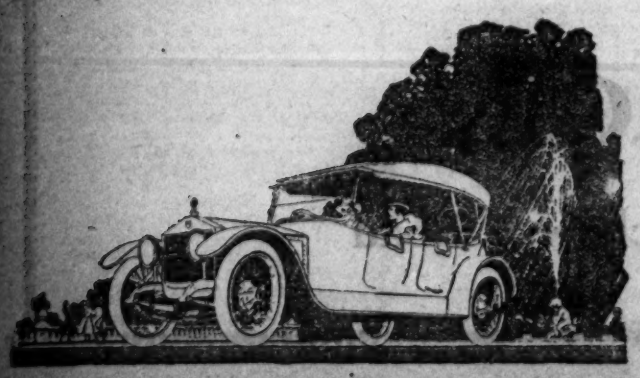


MARKT GARAGE

89-91 Rue Montauban — Telephone 322

The ROAMER

America's Smartest Car



INSPECTION SYSTEM AT OVERLAND PLANT

Insures Perfect Fits When the Various Parts Are Finally Assembled

Did you ever have a chance to look at a scrap heap of an automobile plant in the early days of the industry? If you did the number of parts in advanced stages of construction that had been thrown away would have impressed itself upon your memory.

There generally was little inspection of these parts in the earlier operations. A defective part could go from one department to another increasing manufacturing costs only to have the finished part discarded.

The inspection systems now employed at many of the bigger automobile factories insure accuracy and save manufacturing costs by preventing parts that fail to measure up to specifications from passing a single operation.

At the Willys-Overland Company of Toledo, Ohio, for example, from the time the engineers' drawings are made the inspection system is in full force.

When material is ordered definite specifications are laid down. A portion of each consignment as soon as it reaches the factory is taken into the laboratories and tested. The engineers' specifications must be met or the shipment is turned back. Heat treating, machining and grinding follow, the inspection work being carried on rigidly after each operation.

Armed with micrometers, "feelers" or thickness gauges and various other minutely accurate instruments that can measure a thousandth part of an inch, or with sclerescopes to gauge the hardness of the metal, these inspectors examine different parts to make sure that the specifications are carried out to the letter.

In the assembly of the Overland Light Four Model alone eighty-three inspectors are employed. These men watch the assembling of the different sections of the car and the final joining of the chassis and body.

For instance, a head inspector and three aids watch the assembly of push rods and timing of the motors. Another inspects the fitting of the crankshaft bearings to the crankshaft. Connecting rod bearings, piston rings, assembling pistons to connecting rods, oil lines, line up of pedals, starting and lighting systems, steering posts, speed control—no detail is too minute for the most thorough examination.

These inspection methods and instruments of inspection stand as one of the fascinating features of the modern motor car construction.

THE SPEEDER'S WOES

"Now, lemme see," said the rural justice, figuring on the back of an old envelope, "your bill will come to jest—47."

"Forty-seven dollars?" echoed Wigglethorpe. "Why, judge, the fine for overspeeding is only $15."

"Ya-as, I know," said the justice. The thutty-two dollars is for contempt of court."

"But I haven't expressed any contempt for this court,' protested Wigglethorpe.

"Not yit, ye haven't," grinned the justice, "but ye will, my friend; ye will before ye git a mile out o' town. I've made the fine putty stiff so's t' give ye plenty o' room to move 'round in."

U. S. TIRE SALESMEN STUDY PRODUCTION

A large party of United States Truck Tire salesmen recently paid a two-day visit to the factory at Providence, R. I., for the purpose of studying the process of manufacture of the tires they sell.

Mr. Welch, Manager of the Truck Tire Department, headed the party, which was received by Manager Waite and his officials from the factory. A thorough tour of inspection was carried out under the direction of Mr. Waite, and the keenest interest was displayed by the salesmen in the highly scientific steps taken in the making of United States Truck Tires.

The Clairvoyant Sense Developed By Fords As Shown In This City

We have very often wondered where all the detectives come from—what particular community or region produced those creatures of penetrating human insight and eyesight, of false clues and false whiskers, and the other appurtenances with which such individuals are supposedly equipped. The habitat has been detected as Waterloo, Ia.

In this Iowa city, Ford interests are handled by the Repass Automobile Company. These agents recently worked out a unique scheme which demonstrated in an unusual manner the familiarity of the Ford car and its qualities to the good citizens of Waterloo and vicinity.

The newspapers of Waterloo in several issues carried advertisements with the enigmatic heading, "What Am I?" Under this heading were listed various merits and well known qualities of the article advertised but without anywhere specifically identifying it or mentioning it by name. For instance four paragraphs read:

"I am for your comfort, convenience and peace of mind. With me your hours are worth days. I give you joy and happiness, for I am at your service always. I earn you dollars. Your investment in me is nothing, for I repay it a hundred-fold.

"I am made of the elements. Steel, copper, brass, rubber, platinum, wood, cloth, etc. These, fashioned after the notions of men, make me what I am.

"The place of my manufacture is the marvel of the industrial world. Thousands from all corners of the globe visit my home monthly.

"My manufacturer built me for service, durability and economy first, and put a price on me afterwards. Because I am built in enormous quantities my price is low. I bring to you greater value, per dollar invested, than any other commercial article known. My utility is never sacrificed to lower my price; on the other hand, my utility is increased and when possible my price lowered."

Cash prizes were offered for the five neatest correct answers to "What Am I?" Finally, the advertisement was not signed but the letters were to be directed to a department in care of the newspaper. Of the first 75 answers sent in to the newspaper, 68 identified the article advertised as the Ford car.

The developments of the plan indicate how fully the Ford car has entered into the daily life of the people. Incidentally they prove our statement as set forth in the first paragraph.

BETTER CAR, LESS MONEY PROBLEM FOR OVERLAND

The factories of The Willys-Overland Company, of Toledo, Ohio, readily show why it is today possible to buy for less money a better car than could be purchased several years ago, in spite of the advance in prices of all material.

Machinery of titanic proportions now cuts, pounds, drills and rivets automobiles with marvelous accuracy and speed, replacing the slower and more tedious hand work of other years.

On all sides the spectator at the Willys-Overland factories is flanked by mechanical units that have sprung into being since the public's discovery of the numerous uses to which an automobile can be adapted.

He sees big machines that stamp out a pair of side rails from cold steel in three seconds, as though they were made of papier mache; he sees huge mechanism that, at the push of a lever, cut and press into shape steel radiator shells, fenders, drip pans, in astounding quantities.

In the heavy machine department is an automaton grinding and boring away with a skill and precision surpassing that of the most ingenious artisan, and with the speed of a score of such workmen. An output of the vastness of the Willys-Overland Company has made imperative this invention.

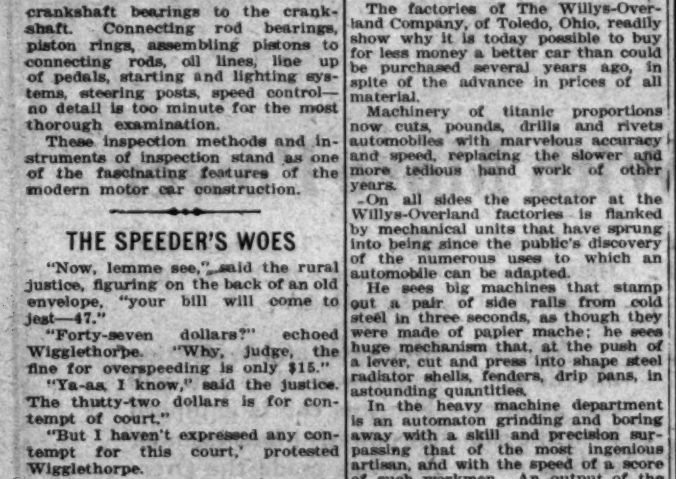
This machine removes 24 pounds of cast iron in 20 different operations on a flywheel, in less than 15 minutes.

The workman sets in the rough flywheel, which is held in place by air pressure, and pulls a lever. The machine automatically adjusts nine sets of tools in turn. Every tool is fixed so that there can be no mistake in the trimming of the flywheels. Each one is cut accurately to the very last scraping.

One workman can feed three such machines. In the earlier days of the industry these same operations were performed by half a dozen machines in several hours' time.

Another mechanical revelation caused by quantity production is a multiple spindle drill that, at one operation, bores in their proper places 81 holes in an aluminum crank case.

At every turn are evidences of the strides made by mechanical equipment in an effort to keep pace with a demand that requires in 1917 more than 200,000 cars, already contracted for by Willys-Overland dealers all over the world.



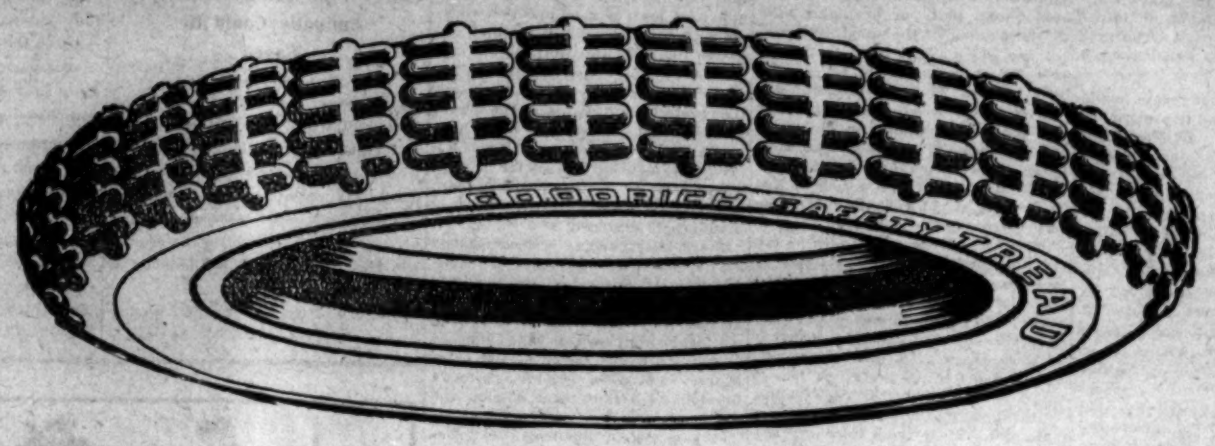
LIGHTING & STARTING

Touch the Switch and you have a luxurious abundance of light that dispels the darkest night. Press the pedal, and the engine starts under its own power.

COMFORT IN STARTING. SAFETY IN DRIVING.
IMMUNITY FROM RISKS ON TREACHEROUS ROADS.
BRITISH MADE THROUGHOUT.

Full particulars from any high-class garage or from the makers.

C.A. Vanderwell & Co. Ltd. ACTON, LONDON, ENG.



GOODRICH

SAFETY TREAD TYRES

WHY should car-owners tolerate tyres in which the fabric is so *many-layered* as to render them *stiff, thick, slow* in action, and no longer truly *pneumatic.*

Tyres that are "muscle-bound" and so cannot flexibly negotiate, the myriad pebbles, and minor road ruts, in order to absorb vibration.

Why should car-owners pay additional for "semi-pneumatic" tyres which also have "pebbles" and "ruts" of Rubber deliberately MOULDED ON TO THEM, in the form of UNABRIDGED projections.

OBSERVE in GOODRICH TYRES the skilful *bridging* of the SAFETY TREAD grips, to *conserve pneumatic smoothness* of running.

Observe that these BRIDGED Non-Skid Grips, while guarding against side-skids, or forward skids, in mud or slippery places, *do not manufacture* VIBRATION themselves.

OBSERVE, too, that this efficient GOODRICH SAFETY TREAD enormously strengthens the tyre, by its BRIDGED construction, avoiding thereby that *uneven* pressure in spots, which tends to separate layers of fabric.

THEN, add to this the fact that ONLY GOODRICH TYRES ARE *FULL SIZE* to the branded size thereon.

Try *One*—You'll soon have *Four*

SELLING AGENTS:

THE CENTRAL GARAGE CO., LTD.

2a Jinkee Road, Shanghai

Phone 2661

BUILDING THE BUICK BODY IS ART AND NOT INDUSTRY

An introduction to the Buick body factory is a good deal like an introduction to a Turkish bath. The first thing you come to in both instances is the hot room.

There are thirteen hot rooms in the Buick body factory, and five more are being added as rapidly as a squad of carpenters, brick masons, steamfitters and plumbers can add them. In these rooms the immense quantities of maple, elm and oak lumber used in the manufacture of Buick bodies are dried and seasoned to that exact degree of nonwarpable, unshrinkable correctness demanded by Buick standards of motor car making.

One of the most important events in the life of a Buick body is its beginning. As the twig is bent, so the tree inclines; and as the boards are seasoned, so the body endures. For that reason a vast amount of importance attaches to the battery of dry kilns in which all lumber that is designed for Buick bodies is put through a process of sweating and parboiling sufficient to guarantee its later freedom from the kinks that inspire cuss words among motorists.

These dry kilns are an improvement upon nature itself. That is to say, a pile of lumber can be better seasoned in shorter time in the Buick dry kilns than if piled up in the lumber yard and left to the administration of wind and weather to accomplish the same purpose. This is true for the reason that nothing is left to chance with the dry kiln method, whereas nature-seasoned lumber may or may not turn out all right. In the dry kilns there is a steady and uniform application of dry heat which penetrates to every part of each board and chases out every particle of moisture contained therein. If the same pile of boards were left out in the sun, the penetration of heat would not be uniform. The upper sides of the boards would get more than the under sides, and the boards in the center of the pile would not get any at all.

Under the old methods of seasoning lumber it was a sort of unwritten rule to allow for "an inch a year." That is to say, if the lumber was three inches thick it was piled up outside and left there untouched for three years. At the end of that time, under the "inch-a-year" supposition, it was considered well seasoned and ready for use. Buick engineers, being ever determined to eliminate chance from their calculations figured it out that the "inch-a-year" rule might work out all right in some instances, whereas in others it might not do at all. They figured that if Buick lumber were seasoned that way some Buick owners might possibly get cars with the right kind of bodies, whereas others might get cars with bodies that would warp out of shape after the cars had been in use a few months. They knew there were differences in both lumber and weathers, and that there could be no absolute uniformity about lumber seasoned under the old method.

So they installed the dry kilns, and after long experiment they found that lumber of the kind used in Buick bodies, if subjected to a uniform heat of 160 degrees for a certain length of time, varying, of course, with the nature and thickness of the lumber, would come out absolutely dry and uniform. And now, under the Buick system, the lumber that goes into the cars is all the same.

The writer asked "Jim" Taylor, boss of the Buick body plant, if the worm question ever entered into the calculations of motor car body builders.

"It once did," said Jim. "In the old days, before perfect drying methods were introduced, it was not unusual for worms to eat out the sills that were put under car bodies. But that never happens now in Buick bodies, for the good reason that our dry kilns take all the sap out of the wood. Worms, you see, do not eat wood merely to pass the time away or to exercise their molars. They are after the sap that is in the wood. This sap, after the tree is cut, remains in the wood, and it makes a great appeal to worms. If the sap is thoroughly dried out there is nothing left for the worms to live on, so they either curl up and die or look elsewhere for a feeding ground. This is one of the advantages of the dry kiln method over the old way of seasoning lumber. Sometimes when you put up a pile of lumber to season in the open air it will season all right; but when you go to use it you find it as worm-eaten as a piece of cheese, and just about as useful as cheese would be in building car bodies. But in the dry kilns the worms do not last long, and even if there were any sap left there wouldn't be any worms to eat it."

Where four hundred bodies are being turned out each day it is of vast importance that the work flow smoothly through the factory. To build that many bodies daily requires a vast equipment in men and machinery, and since the work of every man and every machine in the plant bears a close relation to every other man and every other machine in the plant it is evident that a hitch or delay in one spot means a hitch all along the line. If one department goes wrong it means a tie-up in all other departments; and that means added costs, which in the long run must be borne by the men and women who buy the product.

It was to insure absolute uniformity in the work of cutting the numerous parts used in Buick bodies that Mr. Taylor and his men designed the "forms" used by the workmen in cutting and shaping the body parts. All the wood parts for Buick bodies are cut out by machinery.

In the present Buick body plant there is no slow and uncertain work. The part to be shaped is simply locked into a form, which is so made that the workman only has to hold the part thus locked against the cutting edge of the machine. Attached to the form are guides which hold the part securely in place and permit it to go just so far into the cutters. There is no chance to go wrong, and no chance for the finished part to come out in any except the exact size and shape required. In this way untold thousands of parts are made daily, and there isn't the slightest variation between any two of them.

The wood-working machinery that is used in the Buick body plant is the latest and most approved the market affords. There are shapers, band and circular saws, planers, etc., of every kind and description. These machines are arranged according to group system, by which all the parts of a certain general description are made in one place and those of another description in a different place. Under this method there is an even flow of parts toward the general assembly rooms, with no unnecessary trucking or handling and without that confusion and duplication of effort so common in manufacturing plants where efficiency hasn't been developed to the fine degree that obtains in the Buick plant.

The purchaser of a motor car should bear in mind that the problem confronting motor car manufacturers isn't so much a problem of building good cars as it is a problem of building good cars for the smallest outlay of money. Any first-class wagon maker, if given time and materials, could turn out a first-class body job for a motor car. But the cost would be prohibitive; and the only way to get away from that prohibitive cost, with all the quality retained, is to build a tremendously large number of bodies in a factory so efficiently managed that the cost may be spread out.

Efficiency in management, in fact, is the most important factor entering into the making of motor cars. The materials may be good and the workmanship the finest obtainable, and yet, unless the men who work in the factory have the equipment and the intelligent supervision necessary to get that material into shape at the lowest possible cost consistent with high grade work, the fine materials and the good workmanship will go for naught. There must be a comprehensive plan, intelligently worked, conceived and as intelligently executed.

Buick body building is accomplished on the progressive principle of manufacture. At one end of the big body plant there is a pile of lumber, and at the other end there is a loading platform from which the finished bodies are hauled away to the paint shops. In between there is a perfectly harmonious arrangement of men and machinery which permits the building and handling of hundreds of bodies every day without friction of any kind and without that "lost motion" which constitutes a heavy item of expense in manufacturing establishments where efficiency hasn't been worked out to the fine degree that obtains in the Buick factories.

All along the line there are inspectors. One man inspects the various parts while they are in the making and after they are ready for the assembly. Other inspectors watch each step in the work carefully, and in the final assembly there is an extra rigid inspection which precludes the possibility of an imperfect job getting through.

It was only a few years ago that it required one man one day to assemble a Buick body. Now the bodies go through the final assembly at the rate of ten a day for each man in the department. This reveals the tremendous advance that has been made in efficiency. In the old days it was a long and tedious job to assemble a body, mainly for the reasons, as Mr. Taylor expressed it, "that no two of the parts were the same size." Now all the parts are exactly the same size, down to a hundredth or even a thousandth of an inch. This is because of the forms used in cutting and shaping the various parts. They do not permit of the slightest variation.

Hence, when it comes to assembly there is never any difficulty in getting a door to fit into the hole that was left for it in the side of the body. The door and the "hole" are made in one piece, and then the door is sawed out with a band saw. For that reason the door fits perfectly when it comes time for the assembler to put it in place. For that reason he accomplished in a minute what once required a half hour or more.

Mr. Taylor says he has seen men work three or four hours trying to get a door in place in the old days before the present uniformity of parts making was brought about.

THE USEFUL WINDSHIELD

The uses and advantages of a tonneau windshield are now pretty well known to motorists. They have learned to want the same protection from dust and air in the rear seat as those in the front seat have. A windshield to meet these ends, and at the same time easily removable, is made to attach to brackets mounted at the top of the front seat. In these are fastened metal rods, serving as arms upon which the shield itself is mounted. The shield may be adjusted at any distance desired from the back seat, or may be removed entirely. The side panels are hinged, and may be folded in against the front to give entrance to or passage from the tonneau. The shield is finished in nickle, black, with nickle or brass trimmings, or in mahogany. The prices are from $55 to $60.

TRYNG TO CUT THE NATON'S TIRE BILL

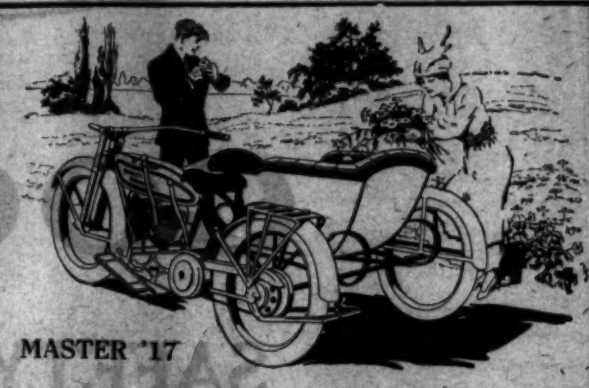
Half of the $300,000,000 Spent Annually Could Be Saved

Last year the motorists of the United States took from their wheels and replaced some nine million tires which had apparently run their course, representing an original expenditure of about $300,000,000, according to a statement just issued by the National Automobile Chamber of Commerce.

The cry of the car owners who discarded this great multitude of tires is for better tires, less tire trouble, fewer tire changes, longer tire life, lower cost per mile. Yet through the application of the simplest methods of tire conservation, at the command of every motorist, it is estimated that fully one-half of this enormous mortality in tires and loss in money might have been prevented. Thousands of these tires were replaced because they had passed away before their time.

If $150,000,000 of the Nation's tire bill could be saved annually five magnificent highways could be built across the continent each year and the Nation so honeycombed with motor roads as to put every nook and corner of it in direct touch with the big centers of population. Another Panama Canal could be built in three years, the national debt lifted in seven years, or a fleet of ten first class battleships built for our navy each year.

Through the establishment of service stations throughout the country the Goodyear Tire and Rubber Company has set about to combat the conditions that have been costing so much money and worry. Each of these stations is equipped to help car owners get the most possible mileage and reduce the tire cost per mile to an absolute minimum.



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Portable Boat Motor

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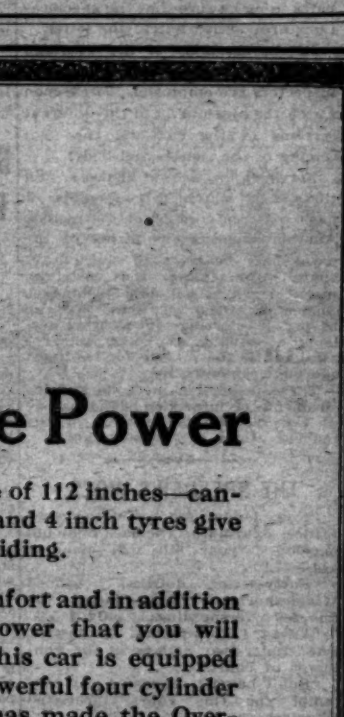
THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

For Business, Sport and Recreation

May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor. It is easier to start, more powerful, and more reliable.



Simple, Strong, Durable, Reliable

Can be attached in two minutes; Automatic Lubrication; Magneto attachment to fly-wheel; solid brass rudder.

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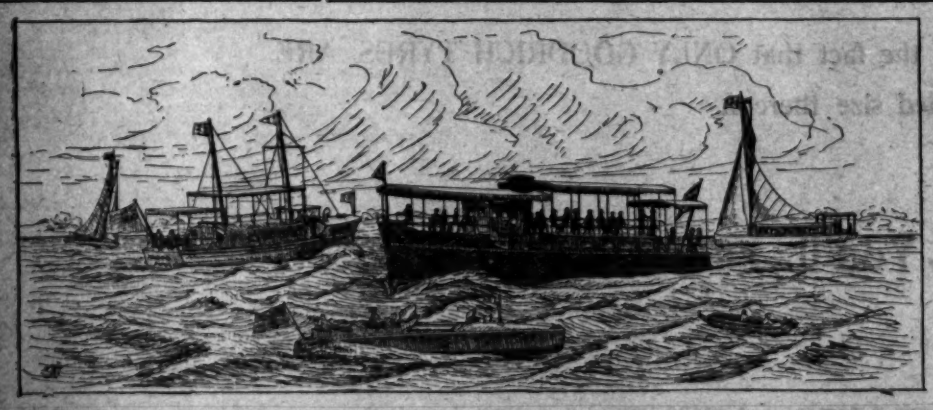

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Model 85-4

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Here is a big, roomy, powerful four cylinder Overland that is the last word in motor car construction and efficiency.

It is luxuriously appointed and completely equipped.

It is finished in a deep black or Brewster green with hood and boot to match.

All the conveniences and comforts that appeal to you in the highest priced car are found in this newest Overland yet it costs you considerably less money.

Point for point and dollar for dollar it is the greatest motor car value on the market.

A long wheelbase of 112 inches—cantilever rear springs and 4 inch tyres give the greatest ease in riding.

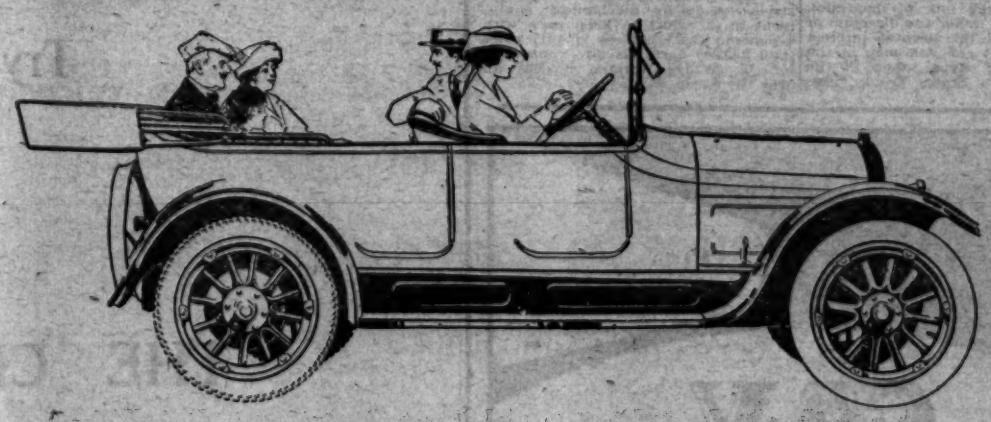
You get solid comfort and in addition all the speed and power that you will ever require. For this car is equipped with the same big powerful four cylinder en bloc motor that has made the Overland famous throughout the world.

Compare the specifications of this car with those of other cars in its price class and form your own opinion as to its value.

Then ask us for a demonstration and let us prove to you that you made no mistake in selecting the Overland.

Model 84-B

The Willys-Knight five passenger touring car, 114 inch wheelbase, Knight type engine,



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SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MAY 6, 1917

URGENT CRY FOR NEW GOLF LINKS

Shanghai's Existing Courses Already Too Crowded For Comfort

LAWN BOWLS SITUATION

Four Rinks Added To The Eight At Race Course; Sports Chat

By Domino

Summer is coming, and with it all the sports that help so much to keep us fit. Soon we will have cricket, baseball, tennis, lawn bowls, swimming, polo (both in and out of the water) and the game that is never out of season—golf. Before this galaxy of sport is given full rein, we must get the races over, and then "Tally Ho" for games.

* * *

We want more room! The golfers are very concerned as to what they are going to do to relieve the overcrowding of the links. Everyone who can manage to get together a few sticks stalks the links, and packs the greens. Klangwan on a Sunday, or holiday, is the happy resort of scores, but the place is becoming congested. The Race Course is in a worse state. The Golf Club go to no end of trouble to keep the greens and fairway in good shape, but all and sundry are able to play there if they are willing to carry their own sticks or bribe some small boy to dare the powers that be. So it is with the Junior Golf Club.

* * *

There is a suggestion of gathering in more land somewhere in the Woosung district, and with a contemplated good road, a course would not only be popular, but would relieve the overcrowding. It must be maddening to a plus three man to follow round an eighteen, and worse than that, a player who has never had the benefit of a handicap bestowed upon him by any club.

* * *

I wonder how many men play lawn bowls? The Lawns Bowl Club, that has its headquarters to the right of the S.C.C., musters over 200, and the season opens with quite a number of applicants for admission to the club. The Rees have a nice little crowd of their own, the Junior Golf Club, with a fine green, has any amount of players, while at Yangtszepoo the 'Big Four' are packed up with about 40. It is a great game (played slow if you are not a bowler) and it gives exercise, pleasure, and health to many a man who thinks he is much too old at forty to indulge in the more strenuous pastimes.

* * *

The Lawn Bowls Club, although it has been disappointed by not being allowed to put up its own pavilion, (and the disappointment is not a very big one) is starting the season in a most ambitious way. Last season it had eight rinks, and this year four more have been laid in the most up to date style, so that with twelve to play upon, we shall hear more bowlers than ever yelling out: "Good Wood!" and more bowlers than ever trying to alter a pear shape to something like that of an hour glass. Those extra four links will necessitate the shifting of the first green on the golf course. That first hole will be shorter, and a iron will be sufficient to a good man, to travel the fairway.

* * *

Crewe Read, last year's champion has already been seen strolling about the greens and bringing his practised eye to bear upon the levelling process. He hopes to gain the senior honor again. Phillips will be a big rival, and L. Evans steers the wood well. And of course there are others. It is on the cards to pay a visit to Hankow this year. A return compliment to the team that came here last year. Hongkong is sending a team up some time this season, that is if things pan out as is at present arranged.

* * *

The season opens with the Lawn Bowls Club on the nineteenth of this month, when the President's team will battle with the Vice-President's bowlers.

* * *

The S.C.C. has been busy making arrangements for the coming season. The creeks have disappeared. Does that mean bigger boundaries? Some expense has been entailed by top dressing the whole of the ground. When the nets went up for the first time last Tuesday, only three fellows turned out, and Stagg was awfully pleased. He did not like the idea of a big crowd cutting up the ground in its then state. "We want rain" he said. It has been rumored that he actually prayed for rain. His prayer has been answered and that top dressing will have done its work by the time the races are over.

* * *

I see that quite a number of new members are up, and they are all playing members, so we shall still be able to keep the great game alive. I have often heard people say that cricket is losing its popularity, and they base their argument upon the fact that the number of spectators at a cricket match doesn't compare with the crowds that visit either baseball or football. As a matter of fact, if you take Shanghai alone, you will find that there are more fellows play cricket than either of the other games mentioned. Cricket is a game to play and not to watch and everyone likes to "play cricket" either actually or metaphorically.

ALUMNI DAY IS HELD DESPITE RAIN STORM

Two Hundred Graduates Of St. John's Even Watch Baseball Game In Downpour

Alumni Day was celebrated at St. John's University yesterday in spite of the disagreeable weather. A baseball game, baby show and children's oratorical contest featured the afternoon's program. Two hundred alumni of the college, their wives and children attended.

Dr. F. L. Hawks Pott, president of the university, in welcoming the old boys, emphasised the value of education. He said: "Whatever we wish to be introduced into the life of a nation must first be introduced into its colleges and universities. The realisation of the value of education has made the United States and Japan two of the foremost countries in the world." In Japan, Dr. Pott asserted, every seventh man is a student.

The children's oratorical contest was won by little eight-year-old Miss Li Tsien-yung. Loh Di-too carried away second honors for the tili. Li Tsung-nyoen, 15 months' old and weighing 50 pounds, was the winner of the baby show.

Mr. D. Roberts gave a violin solo, accompanied by Mr. W. P. Roberts. He was called back more than once for encores. The St. John's Glee Club sang two amusing songs and Miss Lulu Sigo, a 4-year-old pianist, played "Mary Had a Little Lamb."

Mr. David Z. T. Yui, chairman of the Y.M.C.A. lecture committee, acted as chairman of the gathering, while Mrs. J. A. Ely, Mrs. D. S. F. Chur and Prof. Y. Y. Tsu were appointed judges of the contests. Prizes were distributed to the winners at the close of the program and tea and refreshments were served.

The baseball game played against the Shanghai Baseball Club was quite a one-sided affair in the early part of the game, the visitors having chalked up nine runs while St. John's had none. However, in the last inning, Wilhoit, pitcher of the town players, threw the ball wild and allowed five hits and three runs ending the game with a score of ten to three in favor of the visiting team.

Porterfield of St. John's pitched good game but was not given the support by his team-mates. Prof. O. W. Gott acted as umpire. The following was the line-up:—

S. B. C.—Neergaard, c.; Wilhoit, p.; Sokaal, 1st; Pomeroy, 2nd; Nichols, 3rd; Bills, s.s.; Bowers, l.f.; Woods, c.f.; Wong, r.f.

St. John's.—Steiger, c.; Porterfield, p.; Zia, 1st; Lin, 2nd; Tyau, 3rd; Yang, s.s.; Sung, l.f.; Ling, c.f.; Yang, r.f.

Box Score:—	1	2	3	4	5	6	7	8	9
Shanghai ..	0	1	0	2	0	3	1	1	1=9
St. John's ..	0	0	0	0	0	0	0	2	0—8

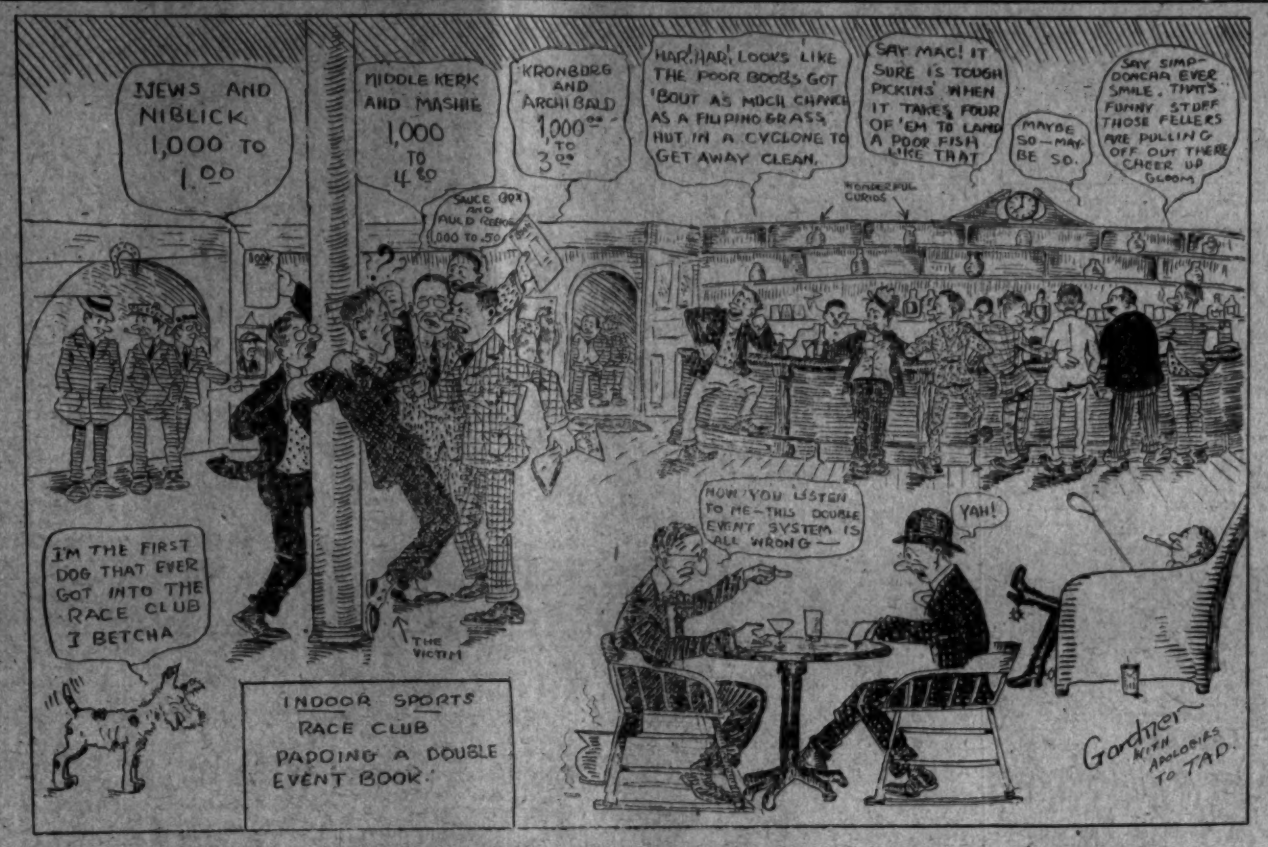
Diadem Is Winner Of 'One Thousand

(Reuter's Agency War Service)

London, May 4.—The Thousand Guineas has been run at Newmarket with the following result:—Diadem 1st; Sunny Jane 2nd; Nonpareil 3rd.

Fourteen ran. Won by half a length, four lengths between second and third. Betting 6 to 4 against Diadem, 25 to 1 against Sunny Jane and 25 to 1 against Nonpareil.

Indoor Sports ⚙ Preparedness Campaign for Race Week


NEWS AND NIBLICK 1,000 TO 1.00
MIDDLE KERK AND MASHIE 1,000 TO 4.00
KRONBERG AND ARCHIBALD 1,000 TO 3.00
HAR! HAR! LOOKS LIKE THE POOR BOOBS GOT 'BOUT AS MUCH CHANCE AS A FILIPINO GRASS HUT IN A CYCLONE TO GET AWAY CLEAN.
SAY MAC! IT SURE IS TOUGH PICKING WHEN IT TAKES FOUR OF 'EM TO LAND A POOR FISH LIKE THAT
MAYBE SO—MAY BE SO.
SAY SIMPDONCHA EVER SMILE, THAT'S FUNNY STUFF THOSE FELLERS ARE PULLING OFF OUT THERE CHEER UP GLOOM
SAUCE BOX AND AULD ROGER 1,000 TO 50
WONDERFUL CURIOS
I'M THE FIRST DOG THAT EVER GOT INTO THE RACE CLUB I BETCHA
THE VICTIM
INDOOR SPORTS RACE CLUB PADDING A DOUBLE EVENT BOOK.
NOW YOU LISTEN TO ME—THIS DOUBLE EVENT SYSTEM IS ALL WRONG—
YAH!
Gardner WITH APOLOGIES TO TAD.

Rowing Club To Have Busy Season

There are lively times at the Rowing Club. What with twenty Griffins, four Club Fours, S.V.C. Fours, Fire Brigade Fours and Eights, "George" is having a hard time keeping rowing togs together.

The Griffins are showing considerable promise and before the end of next week, the crews will be selected and assigned to their final positions. The following have entered for the Griffins Races:—

Edwards, Evans, Spiker, Row. Woodfield, Malcolm, Gutter, Price, Byers, Pedersen, Walter, Wythe, Schnare, Gabbott, Carisio, Brand, Adams, Hunting, Nash, Williams.

The Club Fours have already been drawn and the crews are hard at work. The personnel is as follows:—

Campbell, Stroke.	Bertenshaw, Stroke.
Bertes	Mansfield
Hanson	Neergaard
Evans	Watson
Gardner, Stroke.	Gordon, Stroke.
Macdonald	Stewart
Edwards	Ward
Merrill	Smith.

As regards the Regatta, the Committee has decided to postpone the date to June 2 and 3. This will give one more week for training and prevent interference with the Klangwan Races and also provide full moonlight for the concert which the Committee contemplates for Saturday night. An attractive program has been compiled including sailing boat and motor boat races. The fair sex has not been overlooked, as there will be one or more races in which they can participate. Arrangements are now being made to have a dining and sleeping coach at Henli for all week-ends before the Regatta so that the members in training will have comfortable accommodations.

Concerning the motorboat race, strong efforts will be made to carry out the handicap system proposed for the last Fall Regatta, which could not be given a proper test owing to atrocious weather conditions. Under the system proposed each boat, whether a twenty miler, or only equipped with an outboard one-cylinder engine, has a fair chance to be a winner. In this race consistency more than speed will be the main factor, thus enabling boat owners to carry passengers. A handsome trophy will be presented for this race.

The swimming bath is now undergoing a thorough renovation, cleaning and painting and the hop-plank, as George calls it, is having an extra spring put in it. The bath will be open to members on May 16.

Gallops of the Ponies in Training for the Spring Races

Saturday, May 5, 1917.

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter.
Goodwood	boy	38.3	1.17	1.53.4	2.28.3	3.02.4	..	..	..	(mc) 34.1
Fresco	JPH	36	1.12	1.46.2	2.20.1	2.52.1	..	..	..	(mc) 32
Cockatoo	boy	33.1	1.08.4	1.48.2	last ¾ of 1 mile		..	..	..	(m) 39.3
Haywood	boy	33.1	1.07.3	1.44.1			..	..	..	(mc) 36.3
Father Xmas	JPH	35.1	1.08.2	1.40.3			..	..	..	(c) 32.1
Mechanism	VHL	35.4	1.12.1		last ½ of ¾		..	..	..	(m) 36.2
Morningside	TEW	36.2	1.10.3	1.44	2.17.2		..	..	..	(mc) 33.2
Royalsand	boy	33	1.10.3	1.45.4	2.18	2.51.1	..	..	..	(c) 33.1
Goldfinch	boy	33.4	1.07	1.44.3			..	..	..	(m) 37.3
Zuider Zee	JPH	37	1.11.3	1.44	2.15.3		..	..	..	(c) 31.3
Black Diamond	JJ	39.2	1.15.1	1.50	2.22.1		..	..	..	(mc) 32.1
Blighty	RMD	41.4	1.18.3	1.54	2.28		..	..	..	(m) 34
Chestnut	boy	36.2	1.11.1	1.45	2.21.1		..	..	..	(m) 33.1
Fairylight	EM	36	1.15.1	1.50	2.22.4	2.58.1	..	..	..	(m) 31.2
Beaconlight	boy						..	..	..	(m) 35.2
Rosewood	boy	37	1.12	1.45	2.17.1		..	..	..	(mc) 32.1
Swanee	JPH	37.4	1.14.1	1.50.1	2.22.3		..	..	..	(c) 32.2
Oriole	WH	39.2	1.16.4	1.50.4	2.24		..	..	..	(mc) 33.1
Kronborg	GW	35.4	1.10.4	1.43.4			last ¾ of 1 mile		..	(mc) 33
Springie	JJ	36	1.15	1.51	2.27	3.00.1	last 1¼ of 1½		..	(mc) 33.1
Diala	ET	40.4	1.13.1	1.45.2	2.21.4		..	..	..	(m) 36.2
Viator	EBMcB	43	1.18.4	1.51	2.24.3		..	..	..	(mc) 33.3
Osiris	VHL	39	1.18.2	1.55.1	2.30.2	3.04.2	..	..	..	(mc) 34
Shirley	RMD	36	1.09	1.44			last ¾ of 1 mile		..	(m) 35
Sir Lamerock	JPH	42	1.21.2	2.01	2.38.2		(cantering)		..	(m) 37.2
Upwood Park	JJ	39	1.13	1.48.1	2.20.1		..	..	..	(mc) 32
Winsome Dahlia	CRB	40.1	1.14	1.46.1	2.18.4		..	..	..	(mc) 32.3
Lucky Star	WH	35.1	1.08.1	1.40.2			..	..	..	(mc) 32.1
Reims	VHL	35.3	1.09	1.46			..	..	..	(m) 37
Nirvana	JPH	35.3	1.09.1	1.43			..	..	..	(mc) 33.4
Grey Goose	JJ	38.2	1.13.4	1.47.3	2.19.4		..	..	..	(mc) 32.1
Bobbie	boy	35	1.08.4	1.45	(last ¾ of 1¼ miles)		..	..	..	(m) 36.1
Golden Oriole	WH	43	1.23.2	1.59.4	2.32.4		..	..	..	(mc) 33
Capercailzie	HEA						..	..	..	(mc) 33
Silversand	boy	37.4	1.10.2	1.44	2.19		..	..	..	(mc) 35
Gladiator	CRB	38.2	1.13.3	1.48.3	2.21.1		..	..	..	(mc) 32.3
Beau Brummel	GG	37.1	1.12.2	1.48.4			..	..	..	(m) 36.2
Valleyfield	RFS	39.3	1.18.4	1.58.3	2.36.3	3.15	3.49.1	..	..	(mc) 34.1
Standard Dahlia	TEW	39	1.16.3	1.51.2	2.25.2		..	..	..	(mc) 34
Disappointing Bird	TEW	43	1.20.1	1.54.3	2.25.3		..	..	..	(c) 31
Goldsand	boy	38.2	1.14.1	1.49		(last ¾ of 1¼ whole time 3.11			..	(mc) 34.4
Archibald	SAS	42.3	1.19.3	1.54.1	2.29.2		..	..	..	(mc) 35.1
Beaconsfield	RFS	42	1.23.1	1.59.3	2.35.3	3.10	..	..	..	(mc) 34.2
Skylight	boy	39.4	1.16.3	1.52	2.26.2	(whole time 3.04.1)			..	(mc) 34.2
Tiga	RMD	37.2	1.08.3				..	..	..	(c) 31.1
Harlequin	JJ	38	1.13	1.47	2.20.1		..	..	..	(mc) 33.1
Isis	boy	45	1.19	1.58.3	2.34		..	..	..	(c) 35.2
Castlefield	RFS	38.3	1.18	1.55.2	2.31.1	3.04.1	..	..	..	(mc) 33
Middlekerke	EBMcB	43.2	1.21.4	1.57.1	2.29.1		..	..	..	(c) 32
Malcolm	ESBR	32.1	1.04.3	1.38			..	..	..	(c) 33.2
Wynona	RMD	38.4	1.14.4	1.48.2	2.21.1		..	..	..	(mc) 32.4
Darlington	boy	39.1	1.18.2	1.55.4	2.32.4	3.06.1	..	..	..	(mc) 33.2
Tuki Tuki	boy						..	..	..	(mc) 33.2
Homefield	RFS	38.2	1.17.2	1.55	2.28.1	(last mile of 1¼)			..	(mc) 33.1
Kangani	RFS	43	1.20	1.56.1	2.27.2		..	..	..	(c) 31.1
The Nipper	JJ	32	1.04.2				..	..	..	(mc) 32.2

(m)=Mud Course. (c)=Cinders. (mc)=Middle Course.

Standardising Golf Balls

Coincident with the rumor that a new golf ball with a wonderful flight or carry is to appear this Spring comes the suggestion that golf balls be standardised as baseballs are. The objection raised against the new ball is as follows: Why keep on increasing the length of the links, setting traps at certain distances from the tees, regulating water hazards, and speculating upon natural difficulties when some man can invent a process of making a ball with an extra flight of twenty yards or so that will completely upset the whole scheme of the golf world as exemplified in the courses themselves.

Yard after yard has been added to course after course, until the average high-class links is 6,400 or more yards in length. Is this the limit, or will the supercourse on which the superman will play in the next decade or so extend over 7,000 yards? Many of the wiser critics of the game are shaking their heads in a warning manner over the alarming situation. Will the golfer of the future need the endurance of a camel and the walking qualifications of an Edward Payson Weston? On a purely mathematical basis, if the length of golf courses increases in the next fifteen years in the same proportion as that in which it has increased since 1902 the lot of the golfer will be hard indeed.

However, it is highly improbable that this will be the case. As the old gutty ball passed into disuse and the lively ball was brought into play the links were necessarily lengthened as progress was made by the manufacturers in the improvement of the new balls. Now the process of making golf balls has risen to such a state of perfection that improvements do not tend toward greater distance, but to better control. Undoubtedly a ball with a greater flight than any of the varieties used in the championships can be made by many of the leading manufacturers, but they do not make them, nor is it probable that they will make them. The loss of control would not be balanced by the gain in distance. The links are safe for the nonce.

'BLIGHTY'

"Blighty" will be produced for the first time anywhere, or on any stage, on Empire Day, May 24. Booking opens this week. The music, words, dresses, scenery, and in fact everything else in the production, have all been made locally.

"Blighty" has a chorus, and a crowd of principals and dancers not far short of 100. If you want to have a good evening's enjoyment, get up early on the morning that the booking opens and get your tickets.

"Blighty" is like nothing on earth. It is not revue, it is not musical comedy, it is not straight comedy, it is not vaudeville, and yet it is all that, so the best thing to call it is a Musical Military Medley.

ALL NOW READY TO OPEN RACES

Spring Meeting, Eleven Events Daily, Starts At 11.15 Tomorrow Morning

WILL BE RECORD SWEEP

War Savings Bonds Are Additional Enterprise; First Day's Selections

TODAY'S SELECTIONS

Paper Hunters' Cup.—Viator, The Disappointing Bird, Standard Dahlia.

Criterion Stakes. — Winsome Dahlia, Castlefield; Nirvana or Upwood Park.

Griffins Plate.—Grey Goose, The Oriole, Goodwood.

Cathay Cup.—Beaconsfield, Lucky Star, Fairylight.

Pou-Ma-Ting Cup.—Silversand, Kronborg, Middelkerke.

Hart Legacy Cup.—The Nipper, Niblick, Coronet Dahlia.

Jockey Cup.—Black Pearl, Diala, The Goldfinch.

Kiangsu Cup.—Black Diamond, Rosewood, The Capercailzie.

Eclipse Stakes.—Gladiator, Harlequin, Morningside.

Chihli Cup.—Father Christmas, Paragon, Tiga.

Hongkong Plate.—The Kangani, Fresco, Reims.

At 11.15 tomorrow morning, the first saddling bell will usher in the Race Club's annual Spring meeting. For some time past, it had looked like being a grand gathering from the point of view of attendance, fashions and times, but poor so far as needs and real racing were concerned, owing to the long spell of dry weather, resulting in an iron course and tender-rooted ponies, with whom their owners had hesitated to take chances in the training.

Thursday's brief but drenching storm and yesterday's determined deluge have altered matters, but there is no reason yet to be convinced that all there will be to do will be to shiver in sloppy paddocks, watch mudlarking and endeavor to pick out the upsetters of form. The track was so hard that it can well take a lot of water, even yet.

Predict Fair Weather

Siccawei last evening predicted a possible clearance in the weather and, if this should prove a correct forecast and there be a bright sky today and tomorrow morning, the course will be as good as it possibly can be without grass on it. Indeed, there could not have been anything better than yesterday's rain—if, as aforesaid, it changes to fine weather again today.

As for the probabilities of good sport—well, the Stewards have certainly done their best to provide it, but, again, it depends on the weather. Ten races a day used to be regarded as a long card and, considering that, at the regular meetings in England, seven is hardly ever exceeded, even at the holiday gatherings, it certainly is. This time, however, they have put it up to eleven each day and all have filled well.

The card for tomorrow is:

1.—The Paper Hunters' Cup.
2.—The Criterion Stakes.
3.—The Griffins Plate.

Tiffin Interval

4.—The Cathay Cup.
5.—The Pou Ma Ting Cup.
6.—The Hart Legacy Cup.
7.—The Jockey Cup.
8.—The Kiangsu Cup.
9.—The Eclipse Stakes.
10.—The Chihli Cup.
11.—The Hongkong Plate.

Final Training Notes

In spite of the inclement and boisterous weather, there was an exceedingly large and distinguished gathering at the Race Club yesterday morning to watch ponies plowing through the mud and to try and spot "mud-larkers" and interest and enthusiasm ran high. Among those gathered at the grand stand were a number of the fair sex, who had decided to brave the elements to gain an insight as to the capabilities of "the family ponies," but little could be learnt from the ponies' performances.

Even should it clear by noon today, many think the course will be sticky for the first two days and there-

fore "up-sets" will rather be the rule than exceptions.

Of the gallops, those of Fresco, Morningside, Zuider Zee, Rosewood, Winsome Dahlia and The Nipper are worthy of note. Golden Horn created a mild diversion by starting like a lion and withdrawing like a lamb, owing to a cold bath in one of the ditches.

Selling lotteries were again held at the Grand Stand, yesterday and were exceptionally large, the favorites in the Derby and Champions being:—

The Derby:

1.—Mr. Hy Morriss' stable.
2.—Mr. John Liddell's stable.
3.—Mr. Shanghai's stable.
4.—Messrs. Winsome and Hasty's stable.

The Champions:—

1.—Mr. Hy. Morriss' stable.
2.—Mr. Robson's stable.
3.—Mr. John Peel's stable.
4.—Messrs. Winsome and Hasty's stable.
5.—Messrs. Toeg and Speedman's stable.

Many Good Ponies

Running through the training cards and taking the ponies that are any good at all, one can find flattering performances by practically every one, for hard courses make for fast times and the big races are more open than ever.

To start with the Champions, the powerful Morriss stable has been made favorite and not on Beaconsfield alone, for there are a lot of good judges prepared to back Castlefield against it, wet or dry. The Morriss stable is the selection of the majority and must almost necessarily be so, with two old champions in it, both still going strong and some useful young stuff.

However, there is a select ring—not a small one either—of some of the very best judges which has put down a big wad of money on Winsome Dahlia, the mount of our premier jockey, for presumably Mr. C. R. Burkill will be generally accorded that honor. Winsome Dahlia was reckoned a dry course pony and some of its backers were rather doleful yesterday when they thought of the experienced Field mudlarkers.

Watch Winsome Dahlia

Winsome Dahlia is expected to start for The Criterions, the second race tomorrow and, if it wins well, will not be far off tieing the best of the Fields for favoritism in the Champions. One has to go back many years to find "Mr. Robson" as the winner of the big race and success for the stable would be highly popular.

The chief event of the second day will be the Derby. Ashfield, the winter favorite, lost its qualification owing to Kiangwan performances and of the half-dozen griffins which now stand out from the rest it is more than usually hard to make a selection. Probably, Grey - Goose and Gladiator will do as much of the fighting as any.

By the third day, there will be a lead in racing form and it is unwise to prophesy too much too early.

There will be the usual off-day on Saturday, with the Grand National as the titbit and Ashfield, if it goes out, will most likely start favorite. Can Bornite come back?

It is a matter of regret that Mr. A. Commons is prevented from riding, owing to illness. Mr. T. E. Watts, another Tientsin jockey, will ride, his principal mount being Morningside, in the Derby.

Among the visitors are Messrs. H. B. White and T. F. Hough, from Hongkong (the latter gentleman being the Clerk of the Course, Hongkong Jockey Club) and Mr. J. Spunt from Tientsin. There will be several other visitors of note.

The banks, Customs House, Pilots Association, Consulates, Post Offices and most of the big hongs will all close today by noon and the same throughout the meeting.

Will Be Record Sweep

The Members' Sweeps are being heartily supported, particularly in view of the large part of the commission to go to war funds and everything augurs for a start of 500 all through—a good enough kick-off for any sweep.

The Champions Sweep is to be the biggest on record, arrangements having been made for 20,000 numbers and unless those people who have not already obtained tickets hurry, they are apt to be "left."

In addition to the Big Sweep, the China and Japan War Savings Association are holding a Sweep on the Champions, under the auspices of the Race Club. Tickets are $5 each and are obtainable at the Grand Stand on race days. The sweep is unlimited (so far about 4,000 numbers have been sold) and prizes are investments in the War Savings Association. The first prize is 50 per cent, second prize 20 per cent, third prize 10 per cent and among drawers of qualified unplaced ponies the remaining 20 per cent will be distributed. There will not be any deductions whatever from the total of the Sweep. It is hoped that this excellent idea will receive the support of all who visit the races.

The Stewards have made every preparation for collections for the Allied war funds and it is hoped that the public will respond in the same generous manner as formerly.

The Race Club notify that, at the pari-mutuel and for the sweepstakes, only bank-notes issued by the following banks in Shanghai will be accepted: Chartered Bank, Bank of China (Shanghai issue), Bank of Communications (Shanghai issue), Bank of Taiwan, Belgian Bank, Banque de l'Indo Chine, Banque Industrielle de Chine, Commercial Bank of China, Hongkong and Shanghai Bank, International Bank, Mercantile Bank of India, Netherlands Trading Society, Russo-Asiatic Bank, Yokohama Specie Bank.

'Domino,' He Says This

And now we give his turn to "Domino," who will not be denied. "Domino" puts Alec Taylor, Marsh and Jennings in the shade for racing judgment and "Domino" speaketh thusly:

He who tips is venturesome. Anyhow, the Criterion Stakes will be the race of Monday and either Winsome Dahlia or Castlefield should take it.

For the Champions, the three ponies that demand attention are Winsome Dahlia, Castlefield and Black Diamond. The last-named pony is a wonderful goer over a heavy course.

What a wonderful old pony Castlefield is! It is still going strong. If the course dries up, then it should be Winsome Dahlia, Castlefield.

Ashfield, with Morriss up, is quite a nice thing for the Grand National. Zuider Zee is in good fettle; Fresco is going well and Swanee ought to take the short dashes.

War Film Eagerly Awaited

Some vivid pages in the record chronicling the great struggle waged on the Somme battlefield will be opened to the people of Shanghai this week when the British government war film "The Battle of the Somme" opens at the Apollo Theater on Thursday night.

In Singapore, when the pictures appeared there, their grim portrayal of war's business brought a buzz of comment. A contemporary prints the views of two parents arguing the point as to whether children should witness the performance. One was emphatic in his statement that they should not. The other in justification of his stand wrote:

"When this present generation of men were children war was depicted in their books and pictures as a thing of mighty pomp, all scarlet and gold and steel, careering horses and hurrahing soldiers; even the dead were beautiful in their death; but the children of today who see the battle of the Somme will know war for the filthy, hellish, lunatic business it is; they will see that a dead soldier is a piteous, dreadful sight. They will see men, German prisoners, reduced to terrified apes; they will carry, as I shall to my dying day, the picture of that lovely, crumpled-up officer dead in his trench, and unless they grow up to be fools or beasts every one of these children will move heaven and earth to prevent war when they are men and women. It is for reasons such as these that I believe the authorities here are allowing it. If the battle of the Somme films did not carry a message to all, young and old, their horrors would be unendurable to any of us."

88 Will Compete In Annual Rifle Meeting

'A' Company And The Reserve Lead List With 17 Entries Each

Entries for the annual meeting of the Shanghai Rifle Association, which closed yesterday, number 88, represented by the following:—"A" Co., British, 17; American Co., 14; Japanese Co., 14; Reserve Co., 17; Chinese Co., 3; Italian Co., 2; Customs Co., 1; Engineer Co., 1; Portuguese Co., 1; S. M. Police 1; S. R. A., 5; "B" Company, 1; Shanghai Scottish, 7; Maxims, 2; Staff, 2.

Squadding lists will be issued shortly. The first and second squads will begin to fire at 6.30 and 7.10 a.m. sharp next Saturday. Ranges will be 200, 300 and 500 yards. The third squad will begin to fire at 2 p.m.

Competitors are requested to be punctual, and to have the trigger of their rifle tested before the competition. Adjustment, coloring of sights, or other alteration to the rifle must be done before the competition.

Satisfactory arrangements for the meeting were made by the Secretary, Mr. A. M. Collaco, and the committee.

At The Theaters

The current theatrical week promises to be one of unusual interest. Changes of program are listed for all of the local playhouses and special features mark the bills for the Lyceum and the Apollo.

The Lyceum advertises for Saturday, May 12, a return engagement and farewell performance by the ever popular Bandman Opera Co., with a new vaudeville program.

The seventh and eighth incidents in the popular series "Who's Guilty?" featuring Anna Nilsson and Tom Moore, are on the Apollo program for May 7, 8, and 9. "Truth Crushed to Earth" and "Beyond Recall" are the respective titles. The Pathe's British, French and American Gazettes and two comedies round out the bill. On May 10 the war film, "The Battle of the Somme," will open for a four days' run. It is under the direction of Mr. Maurice E. Bandman and was taken by special arrangement with the War Office and consists of official pictures of the British forces in France. One-third of the receipts are to be turned over to the war charities. "Jack o' Diamonds" is the main number in tonight's program.

Clarke's Cirque continues with matinees for Wednesday, Saturday and Sunday. It is still drawing record attendances at every performance.

At the Olympic the spectacle film "Cabiria," Gabrielle D'Annunzio's work, will be given with special music to be furnished by the Municipal band. Great interest has been manifested in this production since its first showing here last week and it has been a drawing card for the theater.

Change of program at the Victoria brings the fifth and sixth episodes of "Peg o' the Ring," which has proved a watched-for attraction since its initial reel. Several new comedies complete the bill.

A three-part detective play, "The Two Pearls" will be shown again at the Town Cinema. Theater and commencing tomorrow night the fifth and sixth episodes of "The Iron Claw" form the headliner.

The Shanghai Chemical Laboratory
No. 4 Canton Road

DUPLICATE BRIDGE DRAWS EXPERTS

Big Swing in Match Between The Knickerbocker And Crescent Players

New York, March 25.—An interesting match at duplicate auction was played last week between two teams of four players from the Knickerbocker Whist Club and the Crescent Athletic Club, at the Knickerbocker rooms. The players were Whitehead and Leibenderfer N and S, Lenz and Kling E and W, for the K. W. C.; Mowen and Fuller, N. and S, Drummond and Tirrell, E and W, for the Crescents.

The Crescents made the greater number of points in tricks and honors, but the Knickerbockers won the match on the rubber scores, winning ten rubbers to six, with two unfinished. These four extra rubbers meant four times 250 points, and the Knickerbockers won by only 902.

The match was played in two sections, eighteen deals in each, without any changes in the positions of the players, so that they might play rubbers up to the eighteenth deal in each section, scoring 125 for a game won in an unfinished rubber.

At the end of the first half the Crescents were 287 points ahead, but the Knickerbockers picked up 1,189 in the second half, 519 of which were in one deal. Here is the itemised score of the last half, showing in parallel columns the points made by the N and S pairs of each team and also those made by the E and W pairs.

The light lines show games won and the heavy lines rubbers won. The asterisks mark the contracts that were set, eleven of them in the thirty-six hands, which is just about average for auction.

N. & S. K.W.C.	N. & S. C.A.C.	E. & W. K.W.C.	E. & W. C.A.C.
50*		36 18	24
18 36	18 36		
36	150*	14	50*
27	16	100*	18
48 62		45 72	
		30 30	40 30
40 40	40 40		
		40 30	60 80
	68*		118*
40 32	40 32		
10	100*		
		50 30	50 30
24 32	40		
35 24	20 20		
14*		54 95	300*
18	68*		9
18		30 30	27
230*		48 116	
242 660	158 590	343 535	186 532
242	158	343	186
902	748	878	718
A 500	250	875	250
		1753	968
1402	998		
—998		—968	
+404		+785	

This shows that the N and S Knickerbocker pair won two rubbers to the Crescents' one, while the E and W pair won three rubbers and an extra game to the Crescents' one rubber. On the fifth deal the Knickerbockers won the rubber with the N and S hands in one room and won it with the E and W hands in the other room. The E and W hands were good for five spades and seventy-two honors, but they doubled four clubs in the other room and failed to beat the contract.

The additions show the number of actual points won by each pair apart from the rubber points, which are added in line "A." In points the E and W pair gained 160, the N and S pair 154, which shows that the big gains were in the E and W getting rubbers, 3½ to 1.

On the eleventh deal the fourth hand bid two hearts over an initial no trump. The dealer passed, but his partner went two no trumps on three hearts to the king jack as stoppers. The initial heart lead asked for set the contract for two tricks. In the other room hearts were not mentioned and the dealer made the odd trick.

In the first game of the last rubber the dealer was left in with a no trumper by the Crescent player and made 20 and 30. The Knickerbocker player took his partner out with two diamonds and went game and rubber, 35 and 24. But the big swing was on the last deal of all. Here is the distribution, dealer west.

H.—A K J 5 2
C.—A 8 7 5 2
D.—9 3
S.—9

H.—7, 6
C.—Q 6 3
D.—Q J
S.—K J 10 8 5 2

H.—Q 10 9 4 3
C.—K 10
D.—A 10 7 4 2
S.—3

H.—8
C.—J 9 4
D.—K 8 6 5
S.—A Q 7 6 4

In both rooms the dealer bid a spade. The Crescent player doubled, Y went to two hearts, which B doubled, and that ended it. A's hand hardly justifies a double, and had he kept still Y might have made the mistake of denying the spades with a no trumper.

Y had no trouble in making one over his contract at hearts, which gave Y and Z 45 and a game, 125, 100 for the doubled contract and a trick over, total 289.

In the other room the Knickerbocker player passed the spade bid and Y denied the suit with a no trumper, which B doubled, knowing his partner must have the spades stopped. Z went two no trumps, which A doubled. This made it too expensive apparently for Y to take it out with the hearts, which is what he should have bid in the first place. Had he done so the score on this hand would have been a tie.

B led the diamond, the jack won and the queen was returned, but Z held off so as not to establish the suit. A then led a heart and the finesse of the jack went to the queen. Ace and another diamond cleared that suit, while A echoed in spades and Y in clubs.

Z led a small club and Y passed it up, B winning with the ten. He made his diamond and led a spade, Z putting up the ace and leading the club jack, which A and Y both passed. Now B must make a heart trick.

The Knickerbocker Whist Club also won the A. W. L. trophy last week, but that game was duplicate whist. The popularity of matches at duplicate auction seems to be growing, and a number of them have been arranged by teams from various clubs.

There are a number of points in the laws for duplicate play that have not received the attention they deserve, and it is likely that a special committee will be appointed to go into the matter thoroughly. For example, if some player fails to play to a trick and has a card too many at the end of the hand, what would be a fitting penalty? This is covered by law 81 in auction by the option of a new deal.

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The weight gained in this way from the middle part of the racket is divided in two. Half of it is left in the head of the racket, to make it stronger, and half is put into the handle, so as to maintain a perfect balance.
The advantages of a racket so constructed are numerous:
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Ladies' Golf Club

Results of recent competitions of the above Club are as follows:—

Final Club Cup, Recreation ground:
1. Mrs. Marsh .....59—10=49
2. Mrs. R. G. MacDonald...58— 8=50

Medal Competition, Kiangwan:
1. Mrs. Enticknap .....93—10=83
2. Mrs. Hickling .....89— 2=87

Final Season Bogie competition at Kiangwan:
1. Mrs. Hickling, two down.

Best score of the season: Mrs. Hickling, 89.

Church Services

Holy Trinity Cathedral.—May 6—Fourth Sunday after Easter. 8 a.m. Holy Communion. 11 a.m. Morning Prayer. Walmisley in D. Anthem "Jesu, joy of man's desiring." J. S. Bach. Hymns 2, 175, 217. Preacher-Rt. Rev. F. L. Norris, d.d. Noon. Holy Communion. 3 p.m. Children's Service. 6 p.m. Evening Prayer. Anthem "Abide with me." Sterndale Bennett. Hymns 236, 362, 20. Preacher-The Bishop.

Wednesday, May 9—8 a.m. Holy Communion. 8 p.m. Evensong and Intercessions.

St. Andrew's Church, Broadway—May 6—Fourth Sunday after Easter. 10.30 a.m. Morning Prayer and Holy Communion. Preacher-The Bishop. 6 p.m. Evening Prayer. Preacher-Rt. Rev. Bishop Price.

Union Church, Sunday.—May 6—11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject The unspeakable love; Chant 52; Anthem "For our offences" (Mendelssohn); Hymns 663, 184, 144. 12 Noon Holy Communion. Hymns 483, 485. 6 p.m. Preacher Rev. C. E. Darwent M.A.; Subject "Let us make three Tabernacles"; Chant 38; Nunc Dimittis (Bunnett in F); Hymns 402, 340, 698.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. L. Norris, D.D.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) The services in the above will be conducted as follows:—Morning 11 a.m. by Rev. T. Darlington. Evening 6 p.m. by Rev. T. Darlington.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Everlasting Punishment." Wednesday evening, 8 p.m. Reading Room, No. 31 Nanking Road, Room 71, daily 10.30 to 12.30.

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